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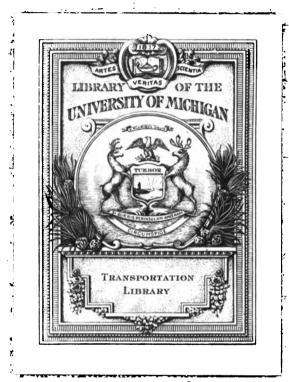
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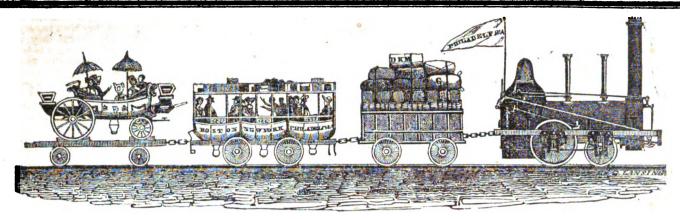
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TO OUR PATRONS AND THE PUBLIC.

THE AMERICAN RAILROAD JOURNAL, AND AD-VOCATE OF INTERNAL IMPROVEMENTS. - With this number commences the second volume of our telligent and disinterested man expressed to a Journal. Contrary to the expectations of neighbor as to the merits of a paper he is in the many, it has completed a volume, and it affords habit of reading, goes farther and has more us much pleasure to be able to say that it enters upon the second with very fair prospects; fair, at least, when compared with its com- are always more or less biassed by personal inmencement; so fair, indeed, are its prospects terest. It is such an expression of individual of an extensive circulation that arrangements opinion, from those who really think it is dehave been completed for making it altogether served, and to those whom it may influence, more interesting and valuable than it has heretofore been.

usual variety of reading, both upon the subject we may hope, be found an abundant guarantee our present reference being merely to mention of internal improvements and in its selections that our efforts will in the future, as they did in upon miscellaneous and literary topics, much the past, keep equal pace at least, with the envaluable matter, with illustrations, from the couragement received. And what class in the of Mr. Murray, for preserving life when ves-London Mechanics' Magazine. This depart-||many differing walks of social life is there, ment alone would be worth far more to me- whom some one at least of the topics treated or chanics and men of science, than the cost of the lillustrated in this Journal does not interest? Journal, and it will at the same time be more Take this number for example: for the farmer, the most easily managed. interesting to those who read merely for amuse. there is agriculture and road making; for the liberal patronage. Our arrangements are now formulæ; for the humane and philanthropic, completed; our promises are before the publishere is Murray's invention for saving from foundation of the stone piers was constructed. lie, and this number is offered as a specimen of shipwreck; for the observer of the "skyey in. A, represents the bed of the river; B, low, and subscription list amounts to fifteen hundred.

May we not look for the continued aid of those or list friends, who have already done so much, fusion of accurate information as to internal im-flect will be continued.

that we may soon be able to carry into effect || provements of all sorts-whether by roads, cathis part of our plan? We look to them with nals, or bridges, steam boats or steam cars; a confidence, as they have already commenced careful and impartial synopsis of the politics operations, one subscriber alone having remitted, within a few days, \$45 which he had collected for the ensuing volume. A few such friends would very soon secure the performance of our last proposition.

Having thus set forth some of the circumstances which encourage us to persevere in the arduous and expensive publication of this Journal, and glanced at the subjects of several of the papers which will we think be considered as rendering the present number particularly acceptable, may we not in conclusion ask, that those who take interest in all, or some one of the varied branches of knowledge which fall within the scope of our plan, should make some little personal effort to add to our means of carrying it into complete effect. The opinion of an inweight than the most zealous professions of the conductor of the paper, seeing that these that we would venture now to solicit. In the progressive improvements of which the volume It will hereafter contain, in addition to its already completed furnishes the evidence, will after take occasion to speak more definitely; ment. We have made great exertions during mechanic, there is useful knowledge in his the Southwark bridge, of wrought iron, over the past year to render the work worthy of a branch; for the engineer, there are scientific the river Thames, from London to Southwark. the work as it is to be published when our fluences," an elaborate meteorological table; C, high water mark. The accompanying de-

and literature of the day. For a paper with contents so varied, so copious, at so moderate a price, and in so convenient a form, and which clashes with no prejudices or interests, is it unreasonable to anticipate a large and general circulation? Another year will enlighten us as to the reply that must be given to this question.

The cut at the head of the Journal represents the American Locomotive Engine, PHIL-ADELPHIA, built at the Westpoint Foundry Works in this city, for the Philadelphia, Norristown and Germantown Railroad, with a freight car, passenger coach, and private carriage attached, by way of showing the advantages and facilities which may be enjoyed by the inhabitants living in the vicinity of Railroads.

The second and third cuts represent Russell's Hydraulic Press. This press is very highly spoken of in England. If we are not mistaken there is one very similar to it now in use in this city, for raising vessels out of the water for repairs. Those unacquainted with their operation and power, would be surprised to see the ease with which two men, one at each pump, there being one pump at each side of the frame or dock, will raise a large ship from the water. Of this highly ingenious application of the hydraulic pump, we may hereone of the uses to which they are applicable.

The fourth is a representation of the invention sels are wrecked near shore. There have been several inventions for this purpose, but this we believe is considered the most useful, as it is

The fifth cut represents the centre arch of

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LEXINGTON AND OHIO RAILBOAD, 27th Nov. 1832.

To the Editor of the Railroad Journal:

Sir-Should you consider the following formulas, relating to the effect of grade and curvature upon the motion of Railroad cars, to be of any value to the readers of your Journal, they are offered to you for insertion.

In estimating the effect of curvature, it is necessary to have a general formula for the value of the centrifugal force. Take V = the velocity of a car in miles per hour; R = the radius of curvature of the track in feet; w = the weight of the car in lbs; and f = the centrifugal force in lbs. From known principles, the following expression for the value of f, is obtained,

$$f = w \times \frac{V^2}{15R}$$

Now the effect of the force f is, to produce a continued pressure upon the bearing of the axles of the wheels, and also upon the flange and edge of the exterior rail. Take therefore T to denote the friction caused by that pressure, and which amounts to the increase of traction arising from centrifugal force. Although the pressure may be nearly the same at both of the points just mentioned, yet it may perhaps be sufficient to take the amount of friction equal to 1 of the whole centrifugal force,* in which case the following formula is at once derived from the preceding:

$$\mathbf{T} = \boldsymbol{w} \times \frac{\mathbf{V}^2}{60\,\mathrm{R}}$$

In making a selection, from different routes, for the location of a line of Railroad, it may sometimes be necessary to compare grades with curvatures. Thus, the traction arising from grade alone is expressed by the quantity

$$w \times \frac{n}{\sqrt{1+n^2}}$$
, or simply by $w \times n$, very nearly; in

which n represents the rise or fall in the distance unity: and therefore, when the traction arising from an ascending grade is equal to that arising from curvature, the following for-

mula obtains:
$$n = \frac{\sqrt{1000}}{60 \text{ R}}$$

From which either of the three quantities, n, V, or R, may be found when the other two are given; and thus it is easy to compute what grades and curvatures are equivalent to each other, as regards traction, with any given velocity.

In order to express a general formula for the traction, when the road-way has both inclination and curvature, let $w \times m$ be the traction upon a straight horizontal way. The expression for the whole traction T will then evidently be as follows:

$$\mathbf{T} = \mathbf{w} \times \left\{ m \pm n + \frac{\mathbf{V}^2}{60 \, \mathrm{R}} \right\}$$

This formula will be of use in all cases where it may be desirable to compare the traction, under circumstances of various loads, grades, curvatures, and velocities.

It may, perhaps, be of some use to investi-||built are thirty feet wide, and a hundred and gate a formula for determining the greatest velocity which will comport with safety, upon curves of given radii, and with wheels of given diameters. Let k denote the distance between the axles, and put P = an arc to rad. 1, and

The two following theorems will

give the principles upon which the investigation

1st. The force necessary to cause the flange of a wheel to ascend upon the rail, is in a ratio compounded of the sub-duplicate ratio of the height of the flange, and the reciprocal sub-duplicate ratio of the radius of the wheel.

2d. When the force necessary to cause the flange to ascend upon the rail is to the friction of the flange upon the edge of the rail, as radius to Cos. P: then is the car equally liable either to run off the track, or to continue upon it.

The demonstration of these two theorems, which, for the sake of brevity, is omitted, may be easily supplied from received principles of mechanics.

New, the friction of the flange is as $\frac{V^3}{R}$; and

putting r = the radius of the wheel, and h = the height of the flange, the force necessary to raise

the flange upon the rail, is as $\left\{ \frac{h}{2} \right\}^{\frac{1}{2}}$. But it

will, in most cases, be sufficient to take, radius to Cos. P. a radius of equality; in which case

or,
$$V^2 = A \times R \times \left\{ \frac{h}{r} \right\}^{\frac{1}{2}}$$
; in which A is some

of 1000 feet radius, the utmost safe velocity is, perhaps, about 20 miles per hour. Substituting these values in the above equation, the result will give A = 2, very nearly. The general formula will, therefore, be the following:

$$V = \overline{2R \times \left\{\frac{h}{r}\right\}^{\frac{1}{2}}}$$

From which it will be easy to compute the greatest safe velocity upon any curve, and with wheels of any diameter.

> [From the United Service Journal for April.] STEAM VESSELS OF WAR.

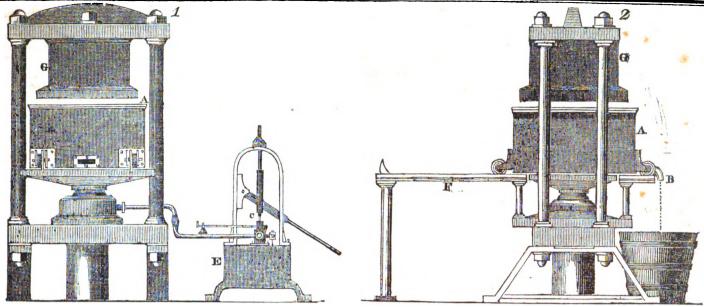
Sir,-To render steamboats fit for war, requires a better combination of construction and arming than our official people seem to be aware of. The Salamander at Sheerness, and the Dee, at Woolwich, will both be useless as men but is built so sharp that she will not stow more than ten day's fuel when her stores and guns are on board; the latter is sufficiently flat, but so shallow that she also will stow little more than the former; and I understand those at Plymouth and Chatham are in the same pre-dicament. A steam vessel of war ought neither to be so fine as a sailing vessel, nor, on the other hand, have the capacity of an Indiaman; in the first case, she would not stow a

sixty-five feet long; had they been twenty feet deep, and built in the above form, they would have been efficient vessels. I beg it to be fully understood, that I do not propose this as a vessel offering the least resistance in the water, but as one combining the requisites necessary for a steam man-of-war; such a vessel, when light, would draw little more than four feet water, without including the keel, whose depth should be according to circumstanees, and quite independent of her construction. Her engines and boilers would immerse her between six and seven feet, and with about eight hundred tons of coals she would draw about fourteen, having her gun deck six feet above water at her greatest loading. With a two hundred horse engine, she would consume twenty tons With a two hundred of coals a day, and if they were good, with great care, something less. The shaft should great care, something less. The shaft should be as close to the deck as possible, and the diameter of the wheels about twenty feet; when loaded, to fourteen, the paddle boards should shift up, so as to reduce the diameter of the wheels about fifteen feet; as the coal was expended, the boards should be shifted down till they came to their full extent; the coal boxes should be fitted in compartments, to receive water, in order that the wheels may remain sufficiently immersed as the coals were expended. The engine and boilers should be secured against shot, which has not been thought of in any of our vessels; no man will be found to attend them in their present state; men have long made up their minds on going into action, to be killed or wounded, but I never heard of any who are ready to be boiled. It has been proved that a combination of oak timber, iron plates, bales of linen, leather, or reams of pa-per, five feet thick, would protect the boiler and engine against an eighteen pound shot, and without that protection a steamboat is enurely useless in war. The wheels must of course be exposed; but if the naves, which are at present of cast, were made of wrought iron, and the arms of the wheels connected with plates, it would require many shot to disable them. The main shaft would be the only vulnerable part, without that protection a steamboat is entirely constant quantity, to be ascertained from experience. With wheels 5 feet in diameter, and rably rounded, or, indeed, made like a cuirass, flanges 14 inches in height, and upon a track and covered with plate iron, they would glance of 1000 feet reding the utmost safe velocity is off any shot. With these precautions, wheels would be less subject to accidents than either masts or yards. Experience has proved beyond a doubt, that the fittest vessels for sea are those constructed with the wheels buried in the side, as the Irish steamers are. I believe the Salamander is built in this manner; the spencing of the Dee only covers one half the wheels—they are a great deal too wide. She will certainly go the faster in the river Thames (which is the only thing the engineers and builders think of); but in rough weather, such wheels will never be under command of the engines. I am not aware how it is intended to arm our steamboats; I should propose as many heavy guns on pivots as possible; on the upper deck and between decks, two bow-chasers: no arrangement of that nature seems to be intended in those now building. They should be rigged as three masted schooners, with the lower masts in two, having topsails, topgallant sails, and royals, and all the necessary sails for of war; the former has sufficient depth of hold, common purposes, which, with the exception of the lower part of the lower masts, could be got down when it was necessary to steam against the wind. I am, &c.

A GREAT ADMIRER OF STEAMBOATS.

STEAM CAR.--Mr. Benjamin Phillips, Architect, of Philadelphia, proposes to construct a Steam Car to travel on rivers at a speed of 20 to 25 miles per hour, to carry one hundred passengers, to draw 15 inches water, to be only other half; the dimensions of the vessels for operation by the first day of May next.

^{*} It may perhaps seem at first view, that the man; in the first case, she would not stow a sengers, to draw is increase of traction is less than the friction here given, in the ratio of the radius of the wheel to the height of the flange. That, however, would be an error; but whether a different ratio than that of 1 to 4, as here adopted, will best comport with truth, can only be determined from the height of the should occupy that the vessel, the strength and safety, constructive does not case she would not be quite flat, but nearly so; its length should occupy that the vessel, the strength and safety, constructive does not case she would not stow a sengers, to draw is increase water, to be only one-third the weight of any other ordinary one-third the weight of any one-third the weight of any other ordinary one-third the weight of any other ordinary one-third the weight of any one-third the weig experience.



[From the London Mechanics' Magazine.]

RUSSELL'S HYDRAULIC PRESS.reason to doubt that this press of Mr. Russell's is as applicable to the expression of the juice of apples and pears, as to any of the other pur-poses to which it has been so successfully apthat it is, in point of simplicity and probable ef-Neither can we refuse to acknowledge, ficiency, superior to any thing of the kind which has yet appeared in our pages. Our Devonshire and Hertfordshire friends must feel obliged to Mr. Russell for making this description of it public. We have seen a sugar apparatus fixed on this plan, in which there are two boxes running alternately on the railway, so that the sugar in one box is submitted to the action of the press, while the contents of the other are removed, and a fresh charge put in, ready to wheel into the press as soon as it is at liberty; by this means nearly double the usual quantity of work is done in the same time. [Editor Mechanic's Magazine.]

Sir,-Seeing in No. 438 of the Mechanics' Magazine, an engraving and description of an Hydraulic Cider Press, with what appears to me a complex apparatus to work it; and having had longer practical experience in the manufacture of hydraulic presses than I believe any individual in existence, I am induced to send you a drawing of an apparatus of this sort, which I have lately fixed at the Refuge for the Destitute, for the purpose of pressing the rinse water from the linen, woollen, and other articles, washed at that establishment, instead of wringing; and which is, of course, equally applicable in all cases where similar pressure is required.

Fig. 1 is a front elevation of the press, without its railways.

Fig. 2 is a side elevation, with the addition

of the railway.

The squeezing box A has a perforated lining and bottom, through which the water passes, and runs off at a spout B at the back of the instead of one inch, the power would be in- ing on the upper side of the bar, which secures which pin the cord is attached.

creased four-fold, that is, 120 tons pressure on the jointed clasp from dropping; or the rod may instead of one inch, the power would be increased four-fold, that is, 120 tons pressure on the articles submitted, with the same labour at the pump. When the linen, &c. is sufficiently pressed, that is, almost dry, the pressing box is pressed, that is, almost dry, the pressing box is lowered down, by opening the discharging or mortice in the end of the hinged clasp, with a spring key inserted through the end of the rod, or bolt, to prevent the hinged clasp falling. To the cistern E, on which the pump is fixed.—The squeezing box is then drawn out on the railways F, emptied, refilled, and wheeled back for a second charge, and so on. I should have observed, that the mallet G, which is fixed to be pulled suddenly, which will draw the spring limber the gun in less than half a minute. It

the head of the press, enters the box, and is key from the eye of the rod, or bolt, let the –We see no∥made to fit nearly.

this description, for expressing the oil from va-the horse from the carriage. rious seeds, the molasses from sugar, &c. their power varying from 500 to 1000 tons pressure, to allow the breeching to slip off freely. I take leave to ask your opinion whether a press breeching is made from a single strap of leather, so constructed and shown in the drawing ac- with rings sewed to the ends, to hook over the companying this communication, is or is not as applicable to pressing apples for cider, pears for perry, or any other fruit, in a superior manner to the methods which have already appeared catch, or hook, and secured by a spring, fastenin the Mechanics' Magazine?

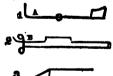
Should you be of opinion that it is superior, in your truly useful work.

Yours, &c.

W. Russell.

[From the Journal of the Franklin Institute.] Specification of a patent for a mode of detach ing horses from a carriage, either when running away, or whenever it may be desirable to effect that object rapidly. Granted to Robert Beale, City of Washington, District of Columbia, May 12, 1832.

have made an improvement in carriages, by



The swingletree is of the rods, or bolts, in a straight line.

attached to the cross An iron tube, with a flaufich on one called a jointed clasp,

part, marked A, resting against the back of the The mode of detaching the horses from the cross bar. This jointed clasp is held up against two-horse carriage is similar to that descrithe underside of the cross bar by an iron shut-ter, or hinged clasp, formed thus, (see figure 2,) In a four-horse carriage the

hinged clasp fall, and with it the jointed clasp Having made and erected many presses of attached to the swingletree, and will disengage

the horse from the carriage.

The tugs are open in front, thus, (see fig. 3,)

ed to the side of the cross bar, the cords being attached to the end of the spring. The shutter ou will probably be inclined to give it a place may, indeed, be held up in a great variety of modes, but the before described are sufficient to show the principles of my invention.

When it is desired to retain the swingletree, and let the horse go off with traces only, a hinged clasp must be put on each end of the swingletree, with the jointed clasps secured to

Be it known, that I, Robert Beale, of the City hinged clasps, are hung on the under side of the In the two-horse carriage, the shutters, on Washington, in the District of Columbia, wheppletree, and the cords attached to the which the horses may be suddenly disengaged when running away, or whenever required to be detached from the carriage quickly; called the safety carriage; which is described as follows. pulleys are to cause the cords to run freely, and to draw the spring keys, or pins, from the eyes

> An iron tube, with a flaunch on one end, is bar by an iron fixture fastened to the end of the pole. Over this is put a thimble, having a ring on each side, to formed as in the an-which the breast straps are attached. This thimnexed figure, (see ble slips off the end of the pole, when the figure 1); the knee horses are disengaged.

The mode of detaching the horses from the

In a four-horse carriage the leaders are disbox. The diameter of the working piston of this press is four inches, that of the injecting pump C is one inch diameter, and the power with an eye at its end. This rod, or bolt, passes through an opening in the cross bar, and has an inserted through the jointed thro ing pump were one half an inch in diameter iron spring key inserted through the eye, rest-clasp into the hind part of the cross bar, to

may also be applied to wagons of every description, to ploughs, and harrows, and all kinds of agricultural implements drawn by horses when required to be taken in haste from the carriage to feed, &c.

A forked piece of iron is suspended over the hound and front axletree to prevent its turning

on the body bolt.

What I claim as my invention, and which I wish to secure by letters patent, is the before described apparatus for suddenly disengaging horses from carriages.

For a further illustration of my invention I would refer to the models and drawings of the same deposited in the patent office.

ROBERT BEALE.

For the American Railroad Journal and Advocate of Internal Improvements.

Boston, Dec. 17, 1832.

COMMON ROADS .- The remarks regarding drainage in my last, (see No. 50, Railroad Journal,) apply more particularly to a flat country. though the same principle necessarily obtains every where. When the road winds along the side of a hill, and is formed by what is technically termed side-cutting, the water from the upper side will obviously acquire a velocity sufficient to carry it over any ordinary rut, to the centre and opposite side of the road. To obviate this objection, the cross section of such a road has sometimes inclined slightly towards the hill side, with the intention of at the same time retarding and returning the water into the drain always formed, of course, on that side of the road next the hill. I have observed, however, that any inclination which can thus be given, consistent with the safety of carriages, is of little effect. The better way is either to cut small ruts on the face of the hill, and alto- of gravel roads at present) which may be used. gether beyond the slope of the road, or to raise a small parapet of earth 8 or 12 inches in height, on the proper side of the ditch; the first when applicable is the better and more general method. Wherever the inclination of the road or any other cause gives an undue velocity to surface water, care must be taken that it find no vent to the body of the metal; it will otherwise, as I have several times observed, in the course of a few hours soften the most perfect road, and besides the inconvenience it occasions, will so effectually cleanse the gravel as to retard very much the after consolidation of that portion of the way. In flat countries there must, of course, as much attention be paid to creating an inclination for the water, as in this case to retarding it,

I perceive that you have lately been embodyinto your Journal. I was not aware of this of earth might in some measure remedy the when I last wrote, otherwise I should not have troubled you on the subject. As Mr. M'Adam's remarks, however, are very different, and in many cases not immediately applicable here, I do not regret having thus at the risk of some repetition recalled it to your attention,

which I have endeavored to inculcate, paved the jects ought to be strictly enforced. way for further improvements, the surveyor may direct his attention to the formation of the surface of the road. It will always be of great surface of the road. It will always be of great never be grudged, since it will certainly be pro-importance that the foundation upon which the ductive of much more than proportional benefimaterial of the road rests, be not below the top or edge of the drains. I advert to the method sometimes pursued of cutting a trough for the material, obviating in some measure the good effects of drainage, and retaining as far as mis
material of the road rests, be not below the top colored and very ingenious arrangement was therefore adopted:

arrangement was therefore adopted:

* Invention of an Effective and Unfailing Method for forming an Instantaneous Communication with the Shore and dangerous expedient when it can be avoided:

Raking up the wheel tracks daily would and Tempestuous Night. By John Murray, F. S. A. &c.

|management can retain, the damp or water ||a neighboring farmer, if he understood his own Where this which we are seeking to disperse. method is already in existence, frequent ruts from the sides, at right angles with the roadway to the ditches, will in some measure remove the defect, and the attention of the surveyor will be directed, in the after distribution of his materials to a gentle raising of the centre. Generally the roadway at present is clothed with massy stones, and sometimes, as the case may be, pieces of natural rock. The former ought to be removed; the latter leveled, or the surface of the road raised as may be most convenient, The holes from which these boulders have been taken will be filled with gravel, and a little attention paid to smoothing it until it has become properly consolidated. All stones, large and small, which do not come properly under the denomination of gravel, ought to be removed. This will cause some trouble in the first instance, but a world of relief afterwards. Their very being at present creates ruts where otherwise none would have been found. The height to which they raise the passing wheels gives them an impetus in descending, probably ten times greater than would be the ordinary effect of a carriage running on a smooth road. The materials are thus loosened and disturbed, the body of the road penetrated, and an escape afforded to the clay or earth which may be lying in reserve. I will endeavor, by'-and-bye, to form some estimate of such improvements, and I anticipate being able to prove that the expense of the good road will ultimately be less than that of the bad one. Much will depend upon the qualities of the gravel (I am talking River gravel, generally speaking, ought to be altogether discarded, and gravel from inland beds to be completely sifted of the earth which accompanies it. It can never be cleared entirely of earth, and when sifted to the greatest advantage there will always remain sufficient to as sist in the proper and active binding of the road. The first species of gravel is too clean, the latter too full of earth. The nature of gravel being water-worn and rounded of all asperities, renders a second substance indispensable to its acquiring compactness within a requisite time. The first would consolidate, but not until, in consequence of coarse weather or other means. it had acquired from the bottom or sides of the road the necessary proportion of earthy particles, and having seen it used, I am aware that it may remain for months a very fatiguing and ing the substance of Mr. M'Adam's evidence heavy road. Mixing it with a slight quantity defect, but I apprehend the two substances would hardly assimilate so closely as when found so disposed in their natural beds. In sifting gravel, different sized sieves, standing at an inclination of 30 or 40 degrees before the workman, will be found convenient. One for sepa rating all stones, properly so called, from the mass, and another for separating from the grav-Having by that rigorous system of drainage el so procured, the loose earth: these two ob-Any slovenness in this respect will be productive, as will be found, of four-fold trouble afterwards. The time spent in this portion of the work must

interest, could manage several miles with case till it was consolidated, which would obviously occur much sooner by this method than by the other. In the former case the carriages are directed into particular channels; in the present, they have no inducement to press either side.

RAILROAD OPERATIONS .- The new Locomotive Engine belonging to the Hudson and Mo-hawk Railroad Company, and mounted on six wheels, is now running to the entire satisfaction of the company. It came a few days since from the half-way house to the top of the inclined plane in 13 minutes, a distance of nearly seven

Yesterday afternoon about 65 barrels and tierces came across from Saratoga, and reached here in time to be forwarded to New-York

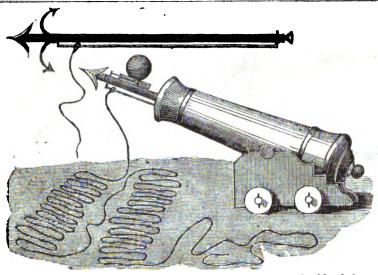
the same day.

We also learn that some enterprising persons in Saratoga are sending large quantities of hard wood to the city at a good profit to themselves, as well as to the Saratoga and Mohawk Railroad Companies. Two thousand cords are now being delivered upon one contract, and a large quantity is expected during the winter.-[Albany Daily Advertiser.

[From the London Mechanics' Magazine.]
MR. MURRAY'S INVENTION FOR SAVING PROM SHIPWRECK.—Several ingenious methods have been proposed for effecting a safe communication between stranded ships and the shore. Mr. Trenghouse suggested a rocket, Capt. Dansey a kite, and Capt. Manby a shell, for the purpose of carrying out a line to the ship in distress. The plan of Captain Manby was thought so well of at first, that it was honored with a Parliamentary reward, and very great exertions have been made to introduce it into general use. But it has been found attended with so much difficulty, even under the most favorable circumstances, and has in not a few instances failed so decidedly, that it has been only very partially adopted, and has not effected any material diminution in the general loss of life by ship-wreck. From the weight of Captain Manby's apparatus, it is not quickly transportable from the few stations which are provided with it, to the immediate scene of danger; and when the rope is projected it too frequently snaps in two. A transport was wrecked only three miles from Mundesley, where there was one of Captain Manby's safety-mortars, but before it could be conveyed to the spot the ship had gone to pieces, and all on board perished. In another case, of a ship wrecked off Whitby in 1820, within 60 yards of the shore, the shot, in the first attempt, fell short; the rope in the second, broke; and the ship and crew were buried in the breakers. On many parts of the coast there is not even this imperfect apparatus of Captain Manby. So late as December, 1830, one of the most frequented, and, at the same time, most dangerous parts of the British coast that between Plymouth and the Land's End was so entirely destitute of every sort of means for saving shipwrecked mariners, that of the passengers and crews of 28 vessels which went on shore in the dreadful storm of

that month, only two men and a boy were saved!

Frequent reflection on these distressing facts has led Mr. John Murray (the popular lecturer on chemistry, and the author of many excellent scientific works,) to the invention of the apparatus represented in the prefixed engravings, and described in the pamphlet which we have now before us.* Mr. Murray first tried to proect from a common musket an arrow with a line attached to the feather end, but the arrow became reversed in its transit through the air, and the following improved and very ingenious



of the arrow, as best constructed for the com-mon blunderbuss, and may be propelled immediately from the shore, or carried with the life boat. The butt-end carries a thin metallic shield, or plate, which may be made of copper. The point is sharp and barbed, to fasten where it may strike, or act as a holdfast on the tack-ling or rigging of the wreck. It is shod with iron, as well to subserve this purpose as to secure its direction, and compete with the resistance it must encounter in a storm. The wood used is hickory, or ash, or, still better, lance-wood, the more cohesive the fibre the better: this is withed in its extreme length with whip thread or line; bands or ribbons of thin metal strengthen the arrow, where the bent extremities of the parallel iron rod pass through, and which last are further secured by a shoulder on one side and a nut on the other. Along this parallel rod glances the iron ring to which the line is attached, the instant it leaves the gun, and a bit of cork, or caoutchouc, toward the end of the arrow, interposed between the rod and the body of the arrow, acting as a recoil spring, will so far subdue the effect of friction.

"The entire weight of the arrow, thus plumed and shod, is from two to three ounces, 18 inches long, and three quarters of an inch in diameter. These dimensions and weight have been found most efficient and successful when applied to a blunderbuss sixteen inches long in the barrel, and one and one-tenth inch diameter in the calibre. The entire weight of the arrow and its appendages, together with the strong whip-cord attached to it, was two pounds and one ounce, and ware carried to an extent of nearly one hundred yards by two drachms of gunpowder. The cord was of sufficient strength to pull a rope from the shore large enough to form a communicating medium of escape from

the wreck.
"The lowest figure exhibits the arrow applied to a three pounder swivel, the calibre of which, however, though not represented in the plate, it ought nearly to fill. In this case, the arrow and its various adjustments weigh together nearly two pounds; and with three ounces of gunpowder a line of considerable strength and power will be propelled upwards of a hunand power will be propelled upwards of a hundred and fifty yards. In this instance a macharel, or deep sea-line, may be used. The cord is represented as coiled in the form of what is called French faking, and was the plan adopted in all our experiments, while it seems best adapted to preserve the coils from being entangled—a circumstance of the highest importance in experiments of this description. The barb is removed here to render the appearance less complicated.

"The arrangement is supplied with an appendage for illuminating the flight of the arrow and scene of shipwreck. It consists simply of

"The highest figure represents the form sugar-candy intimately blended together. A the arrow, as best constructed for the com-spindle supplied externally, with a flat head, enters by its extreme head into a miniature phial supplied with sulphuric acid, scaled with a drop of bees' wax. As soon as the arrow leaves the gun, the reaction of the air on the head of the spindle drives inward the plug of wax and libe-rates the acid, which instantly kindles the mixture, the brilliant flame immediately fills the globular cage of wire gauze which surmounts it, and the intensity of the light is rendered still more dazzling and splendid by adding a bit of phosphorus to the inflammable powder. This part of the apparatus is made altogether independent of the arrow, and may be easily attached when circumstances require it, as when the darkness of the night renders it imperative.-The combustion which forms the source of the illumination, cannot be quenched either by the sea spray or a deluge of rain, the medium of support being supplied from itself, altogether independent of the external atmosphere, however charged with watery vapour or rain, and the combustion is too fierce to be at all affected by the wind, even at its maximum degree of strength."

The "experiments" alluded to in the preceding extract are detailed more at length in a subsequent part of the pamphlet, and leave no doubt on our minds, that Mr. Murray's apparatus is by far the most efficient that has yet been devised; while, at the same time, it is so cheap and portable, that inclination alone is all that can be wanting to bring it into general usc.

RAILROAD INTELLIGENCE.—The steam car South Carolina arrived at half past 7 P. M. on the 15th, from Branchville, (621 miles,) in 7 h. 15 m., all stoppages included. 18 passengers; cargo, 70 bales of cotton—to sundry factors. Stopped at Summerville 30 minutes, to discharge freight cars.—[Charleston paper.]

EXPERIMENTAL RAIL-ROAD.—The Rail-road Company of this city expect to have their Road between the Capitol Square and the Stone Quarry, completed by New Year's day, (if not prevented by inclement weather,) and a handsome car upon it for the accommodation of such ladies and gentlemen as may desire to take the exercise of a Rail-Road airing.—RALEIGH, Dec. 28.

From the American Almanac, for 1833. MASSACHUSE'TTS.

BOSTON AND LOWELL RAIL - ROAD, leading from Boston to Lowell, and commencing on the west side of Warren Bridge, is to cross Charles river by a wooden viaduct, and to terminate at the basin of the canal in Lowell, from which there are to be branches along the several canals Canal amount to to the factories. The inclination of the road will in no case exceed 10 feet per mile, and in general will not exceed 5 feet per mile. For the a cylindrical sheath, or socket, containing the present there will be but a single track, with the Canal over last year is \$12,500, and the materials of illumination, consisting of a mix-necessary number of turn-outs; but provision is crease on the Miami Canal is upwards of turn-outs; but provision is crease on the Miami Canal is upwards of turn-outs; but provision is crease on the Miami Canal is upwards of turn-outs; but provision is crease on the Miami Canal is upwards of turn-outs; but provision is crease on the Miami Canal is upwards of turn-outs; but provision is crease on the Miami Canal is upwards of turn-outs; but provision is crease on the Miami Canal is upwards of turn-outs; but provision is crease on the Miami Canal is upwards of turn-outs; but provision is crease on the Miami Canal is upwards of turn-outs; but provision is crease on the Miami Canal is upwards of turn-outs; but provision is crease on the Miami Canal is upwards of turn-outs; but provision is crease on the Miami Canal is upwards of turn-outs; but provision is crease on the Miami Canal is upwards of turn-outs; but provision is crease on the Miami Canal is upwards of turn-outs; but provision is crease on the Miami Canal is upwards of turn-outs.

required. It is to be constructed in the most substantial manner of stone and iron. Company incorporated in 1830. Length about 25 miles. Work now in active progress.

BOSTON AND PROVIDENCE RAIL-ROAD, extending from Boston to Providence, Rhode Island. Distance, 43 miles. Company incorporated in June, 1831, with a capital of \$1,000,000. Route surveyed, and the location for a part of the distance determined.

Boston and Worcester Rail-Road is to extend from Boston to Worcester. Length 43 miles. Part of the road is now under contract, and the work was commenced in August, 1882. Estimated expense, \$883,994. But as the contracts for making the road have been more favorable than was anticipated, it is expected that the cost will fall considerably short of the original estimate Company incorporated in 1831. It is proposed to continue this road to Connecticut river, and to construct a branch to Milbury.

QUI NCY RAIL-ROAD .- This was the first work of the kind undertaken in the United States, and was constructed for transporting granite from the quarry in Quincy to Neponset river. Length, 9 miles; single track. Completed in 1827.

BOSTON AND TAUNTON RAIL-ROAD, from Boston to Taunton, Mass. Distance, 32 miles. Company incorporated in June, 1831, with a capital of \$1,000,000. It has been proposed that this company should unite with the Boston and Providence Rail-Road Company, upon condition that a branch road be constructed from Taunton to the Boston and Providence Rail-Road.

The following rail-roads have also been projected, and some of them surveyed. From Boston or Lowell to Brattleborough, Vermont; from Boston to Salem, to be continued to the northern line of the State; from West Stockbridge to the boundary line of the state of New-York, to meet a rail-road from Albany; and from Boston to Ogdenburgh, N. Y.

CANALS. MIDDLESEX CANAL, connecting Boston harbor with Merrimack river at Chelmsford, ppens a communication to the central part of New-Hampshire. Length, 27 miles. Breadth at the surface, 30 feet, at bottom, 20; depth of water, 3 feet. Locks, 20; lockage, 136 feet. Company incorporated in 1789; Canal completed in 1808; cost, \$528,000.

BLACKSTONE CANAL, extends from Worcester, Mass. to Providence, R. I. It follows through the greater part of its course, the valley of Blackstone river. Length, 45 miles. Fall from the summit at Worcester to tide water at Providence, 451,61 feet. It has 48 locks, 80 feet long by 10 wide. Breadth at the surface, 34 feet; at the bottom, 18; depth of water, 4 feet. It was completed in 1828. Cost about 600,000 dollars.

PAWTUCKET CANAL, in the town of Lowell, is used not only passing a fall of the same name, but also for supplying very extensive hydraulic works. It is 2 1-2 miles in length, 80 feet wide and 4 deep, overcoming a difference of level of 32 feet.

South Hadley Canal, constructed for passing a fall of 40 feet on Connecticut river in the town of South Hadley, is two miles in length.
There is a cut in this canal, in solid rock, 40 feet in depth and 300 in length.

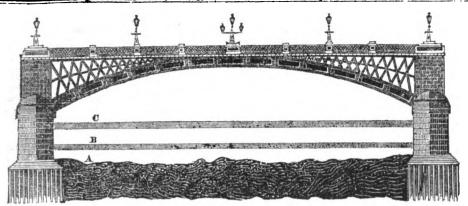
HAMPSHIRE AND HAMPDEN CANAL, is jected work in continuation of Farmington Canal,

from Southwick ponds to Northampton. Distance, 20 miles. Difference of level, 298 feet.

Montague Canal, constructed for passing Montague falls, on Connecticut river, in the town of the same name, is 3 miles long, 25 feet wide, and 3 deep. Lockage, 75 feet.

Onio Canal.—We learn from the Governor's Message, that the tolls collected on the Ohio Canal amount to \$75,463 03

On the Miami Canal, 34,955 85 111,420 79 Making in the aggregate, The increase from the receipts from the Ohio



[From the London Mechanics' Magazine.] SOUTHWARK IRON BRIDGE. Architect, Rennie. 1814-20.

For several centuries the only direct means of communication from the Borough of Southwark to the city of London, was by passing over London Bridge, the then only bridge across the river Thames. Since the time of Stowe, however, (who mentions that bridge with particular satisfaction,) the rapid extension of the Borough had frequently suggested the great necessity of some more direct means of this description was invented by Mr. Thoof communication to the heart of the city. But it was to our own times, that the ultimate execution of his design was reserved. The suc-cessful projector of the scheme was Mr. John Wyatt, proprietor of the Repertory of Arts. In 1807, that gentleman first turned his attention to the subject, and labored incessantly, and in spite of every obstacle, till the year 1811, when an Act of Parliament was obtained, authorizing the necessary sums to be raised, amounting in the gross to 400,000l. in transferable shares of 1001. each; and containing permission to raise (by way of mortgage or annuities) the sum of 100,000l. should such further sum be required to complete the works with its necessary approaches, and for securing the subscribers against extra calls over and above the amount originally stipulated for.

The Committee of the proposed Bridge con-sted of the following gentlemen:—Sir J. Jack sisted of the following gentlemen:—Sir J. Jack-son, Bart. chairman; John Allnut, Esq. Chas. Barclay, Esq. M. P. Samuel Davis, Esq. East Barciay, Esq. M. P. Samuel Davis, Esq. East India Director; Robert Pott, Esq. Henry Per-kins, Esq. Charles Price, Esq. George Rank-ing, Esq. John Ramsbottom, Esq. M. P. Wm. Salte, Esq. William Slade, Esq. John Taylor, Esq. M. P. William Williams, Esq. Banker; and Sir Joseph Yorke, Bart. M. P. Whether any other committee was formed prior to this, I am unable to determine, but the before-mentioned names agree with those given in the "Repertory," as also in the copy of a Prospec-

tus now before me.

Mr. Wyatt, it appears, was at the time per sonally acquainted with the late John Rennie, Esq. who, at his (Mr. Wyatt's) recommenda-tion, had professional conferences with the Committee of Management on the propriety of erecting the bridge, and the nature of its con-struction. Mr. Rennie was, of course, satisfied that a bridge was required, and the Committee being satisfied that the care of its execution could not well be placed in abler hands, gave the necessary directions for designs and drawings to be prepared for their inspection. Accordingly Mr. Rennie furnished two designs for the intended bridge; one of stone, to consist of five arches, and one of iron, to consist of three arches, with granite piers. The latter design arches, with granite piers. was preferred and carried into execution. (See above engraving of centre arch.)

The works, however, were not commenced until the year 1814-operations being stayed by parliament till such time as all the shares were disposed of. It must be admitted that this undertaking of Mr. Rennie's was bold and arduous in the extreme. Little is known at present as to the best mode of constructing bridges of

||bridges, and the immense labor in fixing those parts, render it, in many respects, a distinct arrangement in bridge-building. Also, if we consider the enormous spans of the arches of Southwark Bridge, and the number of them (only three), we cannot withhold our commendation from the scientific individual who conceived and carried into execution so bold a

project.
The invention of iron bridges is due to Brimas Paine, and intended for America as the subjoined list will show. The repeated failures of iron bridges show clearly that experience is

The following are the most remarkable Bridges of Iron not of the suspension kind: Architects

1814.20 J. Rennie Southwark, London Colebrook Dale, over the Darby 1779 Severn Mr. Paine's bridge, intended for America, but not having money sufficient the arch was taken down by the builders, Messrs. Walker, of Rotheram; part of the materials were employed in building Sunderland and Wearmouth in 1790. 1790 Walker Over the River Wear Wilson 1793.6 Burdon Buildwas, (Colebrook Dale 1795.6 Telford Company) Tame,Herefordshire—when centering was removed (failed) 1795.6 Parret, at Bridgewater, Dale 1796 Company Staines (failed twice)
Tees at Yarm (failed) 1800

The following account which we copy from the Mechanics' Magazine, of the first attempt to use steam for propelling vessels in England, brings forward a new claimant to the honors of that important discovery. It is an honor well worth contending for-"Honor to whom honor is due," is our motto.

Boston, in Lincolnshire, and

two over the New River at

Bristol.

HISTORY OF STEAMBOATS—New Claimant to their Introduction.—Mr. Win. Bromilow, a cor-respondent of the Liverpool Chronicle of Saturday last, has brought forward a new claimant to the introduction of steam navigation in the person of a John Smith, late of St. Helen's.indeed the facts, if authentic, leave no doubt that he has a prior claim to both Bell and Ful-Mr. Bromilow's statement is as follows:

"The engine in the boat alluded to, and which is generally supposed to be the first invented, was constructed for propelling boats by steam,

the Sankey Canal to Newton Races, in June in the same year, laden with passengers. On the Saturday following she sailed to Runcorn, from thence down the Duke of Bridgewater's Canal to Manchester. On her arrival there, such was the astonishment and curiosity at this wonderful, and as some would have it, this mad idea, that thousands of the people came from all directions to see what their eyes would not believe, nor their senses understand; and, indeed, such were the numbers, and such the curiosity this vessel excited, that Smith was obliged for the safety of his property, to give notice that no one would be allowed to come on board of her, excepting those who paid a certain sum. This exasperated the populace to such an extent, that a party of mechanics immediately got possession of, and almost destroyed her. the visitors was Mr. Sherratt, of the firm of Bateman and Sherratt, of Manchester; also several other respectable engineers of the same place, whom it is unnecessary to name. far as memory serves me, (after a lapse of 39 years,) the following is a short description of this wonderful discovery; but having made no memorandums of the circumstance at the time, and, I may say, being then young, and to a certain extent, like the rest of my friends, incredulous, I never anticipated what is almost to every one in the present day so common. The vessel had on her an engine on the old atmos-pheric principle, was worked with a beam, con-necting-rod, double crank, in an horizontal line, still wanting to render them of sufficient per-manency.

and with seven paddles on each side, which manency. an hour. John Smith was a rude, uncultivated, self-taught mechanic, and was supported with money by a Mr. Baldwin, at that time of St. Helen's, and was the first æronaut who ever ascended in a balloon, either in this or the adjoining counties. Perhaps, I may observe, that the vessel or boat was purchased at Liverpool, and on Smith's informing the parties from whom he bought it what his intentions were, he was treated as some insane person; he was laughed at by one, insulted by another, and pitied generally; but, having money with him, he was allowed to purchase her. On being questioned and laughed at by a merchant at the time the purchase was made, he replied, 'those may laugh who will, but my opinion is, before twenty years are over, you will see this river (Mersey) covered with smoke.'

"I feel pleasure in giving you these particulars, and the substance of the remarks I can vouch for as being correct, having been an eye-witness to most of them, and one of the party who took his first excursion.'

> [From the Petersburg, Va. Intelligencer.] PETERSBURG RAILROAD.

It is with high gratification we present our readers with the following Report, made by the Principal Engineer to the Second Auditor of the State, and published by order of the Board of Directors of the Petersburg Railroad Company: In doing which we have the further satisfaction to mention, that on Saturday last, payment in full was made for every share of stock held by individuals—so that the last moiety of the Commonwealth's subscription is now demandable, and will no doubt be promptly paid.

PETERSBURG, Dec. 6th, 1832.

JAS. BROWN, Jr. Esq., 2d Auditor.

Sir: I am requested by the President and Directors of the Petersburg Railroad Company to communicate to you, for the information of the Board of Public Works, an account of the condition and cost, and my impressions of the prospects of the work committed to my charge.

Its objects, as the Board are no doubt apprized, were to connect the Roanoke River, at a point where there must be necessarily a transhipment of produce from one description of boats to another, with the town of Petersburg, to accommodate much better and of course to command the trade of the upper-Roanoke, and iron. The great number of the parts, and the as before stated, by Smith at St. Helen's, in the to afford to a part of the lower-Roanoke counpacity of scantling compared with stone year 1793, and her first excursion was down try, and a large part of the interior of North Carolina, a readier and a cheaper way to market than they now have.

A careful examination of the subject satisfied the Board of Directors that an improvement of a superior character was well justified by the ends in view, and on the other hand, that the trade of the Roanoke and of the districts of N. Carolina, which the contemplated railway was to reach, would be diverted but partially from its accustomed channels by a work of an inferior order. It seemed to the Board also advisable in the execution of their work, to attempt not only the objects which first led to its being projected, but others, which it was seen might be subsidiary to the end of making it a profita-ble investment to stockholders. By adapting the plan and profile of the railroad to the use of Locomotive Power, it was evident that not only a much more perfect accommodation would be afforded to trade and to passengers, but that an important facility would be given to the Post Office Department in the transmission of its mails, for which it was presumed the government would be willing to award a liberal and

adequate remuneration.

With these objects in view, a Railroad was located between the town of Petersburg and a point on the Roanoke, one and a half miles below its Falls, unsurpassed, and it is believed unequalled in directness, in freedom from curvature and beauty of graduation by any similar work of the same extent. Its whole length from the Depot in Petersburg to that on the Roanoke is but fifty-nine miles, or three and one-eighth miles more than a straight line between these would be; most of its curves are arcs of circles of from two to nine miles in diameter, and its graduation in no place (after leaving the tewn of Petersburg) exceeds a rise or fall of

thirty feet per mile. It would have been a subject of gratification to the Board of Directors and their officers, if the construction of their work could have corresponded in all respects with the excellent location which was obtained for it. It was evident, however, that the resources of the company would not be adequate to a work of the most permanent character throughout; and it became, therefore, a subject of high consideration in what respects retrenchment could be made without impairing its usefulness and

value. The conclusion arrived at, was to execute the railroad on the plan contemplated by the undersigned, on the 8th of April, 1830, to the Common Council of Petersburg. The graduation of the road and the masonry of the bridges, culverts, and other constructions, being on the most permanent plan, whilst a superstructure of a more economical character, it was thought might be admitted in place of the stone and iron superstructure, generally adopted in England and on some few of the railroads of this country

It is doubtful whether, if the funds of the company had been more ample, good judgment would have dictated a different course from that structions are undoubtedly in most cases to be avoided on public works.—If however they are in any case admissible, they would seem to be so in the superstructure of a rail-road. In the present instance, a track of wood and iron, of a highly substantial character, (heart yellow pine rails 5×9, plated with iron half inch thick by 2 inches wide, secured in White Oak sills 12 inches in diameter,) will have been laid at a cost less by two thirds, than would have been necessary to lay down iron rails on stone blocks. Its average duration will be about ten years, and before it decays, it may be made use of to put in place the materials, and thereby defray a large portion of the cost, of a more perma nent construction.

CONDITION AND COST OF THE WORK At this time four fifths of the labour of grading and bridging on the Petersburg Railroad may be considered as effected, and the remainder, if the winter should be favourable, may be expected to be finished by the first of June next. I must leave to others, more conversant than quality of each kind—for he may wish to purexpected to be finished by the first of June next. I myself with the trade of the Roanoke, and with chase and winter a cow or two extraordinary;

Of superstructure, the first thirty miles from || that of Petersburg beyond this stream, to estithe Corporation Line are completed, and the rail-road for that distance has been in use for the last six or eight weeks. The remaining distance to the Meherrin and the portion of the railroad within the Corporation Line, (if the weather should be favorable) may be completed in the course of a few weeks; so that by the first of February at farthest, the company may expect to open their rail-road between Petersburg and Hicksford, (forty-one miles,) for transportation. The remaining distance between the Meherrin, and Roanoke, is so far advanced as to leave little doubt of its completion within less than twelve months of this time; and that the whole line of rail-road, if no untoward circumstance should occur, may be opened to the Roanoke in the month of November next. By that time the necessary depots and warehouses mechanics are greatly indebted to their books for the accommodation of the trade will have of accounts, for information and success in the been constructed, the engines and cars requisite procured, and all other arrangements for transportation made.

The cost of the rail-road, so far as it has been completed, has been entirely within the original estimate, and on those parts which are yet to be completed there will, with one exception, be no material variation. On the portion within the Corporation of Petersburg, the amount as-sessed against the Company for damages has been greater than was anticipated, and an extra expenditure of about 12 thousand dollars will be incurred in order to avoid an inclined plane at the termination of the rail-road. which had been at first contemplated. On the other items of expense yet to be incurred, there will as often be a reduction as an increase on the prices allowed in the estimate, and the whole work will at any rate be executed for the sum con-templated (\$400,000) at the period of its commencement.

An increase of capital or a loan of money will however be requisite in order to procure the necessary locommotive engines, cars and carriages, for the purposes of transportation, and to give to the trade of the road a sufficiently extensive accommodation in the way of warehouses and depots. The extent to which this will be requisite will depend on the views of the Board of Directors and of the Stockholders, and on circumstances yet to be ascertained. It will be important that the Company should be in these respects adequately and amply provided; and particularly so in the event of the transportation of the mail being effected by it.

PROSPECTS OF THE COMPANY.

It has seldom occurred in Virginia, that the esults of a work have equalled the expectations of its projectors. It is confidently believed that the Petersburg Rail Road will form an ex ception to the rule.

The easy curvatures and gentle graduation

of the road have been before alluded to. These and a careful execution will give to the power employed on it a large, useful effect, and enable locomotive engines to attain the highest desirable velocity with entire safety. It has been which was determined on. Temporary con-ble velocity with entire safety. It has been structions are undoubtedly in most cases to be inentioned above, that one half of the rail-road was opened for transportation in the month of October. Since then a light engine weighing but little upwards of four tons, has been engaged in nearly daily trips on this distance; transporting from 18 to 20 tons net, or from 30 to 33 tons gross, in an average period of 24 hours. So far the whole cost of her repairs has not been five dollars, and the fuel consumed by her, has been but about half a cord of wood per day.

It is agreed, that the above is an unusual case, and that the performace of their engines, gene-rally, will scarcely be equal to that of the beautiful locomotive with which the Board of Directors have commenced their transportation. Still, with large deductions and allowances, the saving in the cost of transportation as well as in time by their improvement, and its efficiency when it meets the Roanoke, can scarcely be

mate its amount and probable increase on the completion of the Rail Road. On that subject, the information in my possession is scarcely definite enough to admit of my hazarding an opinion. If it is such as it has been confidently stated to be, there can scarcely be a doubt of the productiveness of the Railroad, within a very brief period.

I am, sir, very respectfully, your obed't ser-ant, M. Robinson, Engineer. vant.

AGRICULTURE, &c.

[From the New-England Farmer.] AGRICULTURAL ESSAYS, No. VII.

KEEPING A DAY BOOK.—Both merchants and several branches of their business, by regular and correct entries. The transaction of every day should be correctly noted. The time when you plough, sow, plant, mow, pull flax, cut fuel, gather corn, potatoes, &c. and the quantity and quality of manure laid on each field, should be carefully noticed. You will then know the season when labor must be done the next year, in those fields, and the kinds and proportions of manure required to dress them. Farmers should weigh all their pork, beef, butter and cheese; and measure all their grain, corn, potatocs, &c. and indeed, every article they lay up for winter; and also the time when they kill their creatures and the food on which they were fatted. This will show the quantity they consume, what, and how much of each article, and how much they may have to dispose of. Days on which they hire laborers; the labor performed on those days, and the price paid for that labor should be entered. This will show what time and labor must be performed the next year, the price of it, and the money which may be wanted to carry on the business of the farm.— Every farmer should mark the day on which his cows, mares, &c. associate with the males of their several kinds; he will then be able to pro vide proper room, &c. for the reception of their young, and to attend to their keeping in due sea son, and which ought to be a little better than common, at those periods. For want of this attention, multitudes of calves, lambs, pigs, &c. are annually-lost. The ages of lambs, calves, colts, &c. should be carefully noted, and the weight of them when killed, as this will point out those ewes, cows, &c. which are best for out those ewes, cows, &c. which are best for breeders; which is a very material branch of knowledge, in regard to the growth and value of a stock of cattle. In short, the Farmer should note the business of every day, how and where he past it, and what the weather was; and he should not forget, that so much of the goodness of his crops depends upon early and seasonable cultivation that he had better give any price for labor than be belated; more depends on this than furmers in general seem to be sensible of. Flax, sowed early will have a better coat, and more seed, than when sowed late. Barley sowed early will not be liable to blast and mildew; and Indian corn planted and hoed in good season, will not be so liable to suffer from drought, and from frosts, and will be fuller and heavier, than when planted late, poorly ploughed, and indifferently hoed. Grass land on which manure is spread sarly, will yield a much better crop, than if spread late, and one load of grass cut when ripe, and before it withers and turns white in the field, will be of more value than two loads of the same kind cut after it is ripe, dried away and weather-beaten: it has lost its juices in this state, which is all that is valuable. Our summers are so short, that every possible advantage should be taken for early cultivation: for negative should be taken for early cultivation. ligence and inattention in the spring will certainly be followed by cold and hunger in the following winter. But to return. A Farmer should keep a care-

ful entry of all his fodder; the quantity and

and an account of the manure made by his cause, in many instances is truly astonishing swine, by scraping of the roads, his yards, by In the Quarterly Journal of Agriculture, pubmud, barn dung, &c., for this will show him lished in Edinburgh, a Mr. Sherreff mentions at once how much land to break up, and the strength he will have for next year's cultivation: if he neglects this branch of good husbandry, he cannot expect to form a just estimate either of the labor or profits of the next year. To avail himself of the advantages which stand connected with his situation and farm, he must attend to these things, many of which may appear of little or of no consequence in the eyes of the mass of farmers; but they certainly deserve their very serious attention. Laborers. unless upon some urgent occasions, should never be hired by the month, nor even for a single day, in the winter season, when the days are short, cold and stormy, and when an industrious man can hardly earn his living. The quantity of pork, beef, cider, and other provisions expended, in other words almost thrown away, by this imprudent practice, will certainly be missed, and severely felt in the following spring and summer, unless an additional stock of each be laid up to support it in the fall pro-The farmer may hire labor in the ceeding. spring, to get a good crop in due season: in the summer, to secure his grass; and in the fall of the year, to gather in his harvest; but not in the winter, when nothing can be raised, either for the use of man or beast.

And here I observe, that every Farmer should endeavor to cultivate and take care of his own lands; and not let the profits of them depend on hirelings more than he cannot possibly avoid. And he should never work within doors, while any thing can be done to advantage without nor set himself or his laborers to that work in fair, which can be done in foul weather.

On the Management of Pear and Apple Trees, and Keeping Fruit in Winter. By WM. GRAY. From Transactions of the Horticultural Society in Durham, &c.

In winter pruning I cut all the long weak spurs, leaving the strong faithful buds in a regu-When my trees are in flower in lar manner. the spring, and a frosty night happens, I wash the blow next morning, before sun-rise, with cold water, throwing the water gently on the flower with the squirt, which washes the frost

rind off, and keeps the flower from being hurt.
When the fruit gets the size of a pigeon's egg, I thin them to two on each spur; by doing so I seldom have any that drop off, and those left on get larger. The superabundant wood that the trees make in summer, I shorten back to three eyes in the end of June, by which means the sap flows to the fruit and spurs for the next season; when these three eyes have grown a few joints, I stop them again, and when done growing I cut them close out, that the spurs for next season may get the free sun and air. I see some who let this superabundant wood grow on their trees until August, and the sap of the tree flowing to these useless shoots causes the fruit to be small, and weakens the buds for next season.

When I observe the fruit on the trees to change from the dark green to a clear blush, I take them carefully from the tree, and lay a bass mat on the ground, and spread the fruit thereon. I let them remain in the sun about three days, which takes that moisture out of them that causes them to sweat, and they will keep longer when treated in this manner than when taken from the tree and immediately stored. When stored I find straw the best thing to lay them in.

ON THE SELECTION OF SEEDS .- There are but few farmers who do not readily admit the importance of selecting the very best varieties of seeds, which he intends to plant or sow; still, there are but very few who give it the necessary attention. There are many sorts of seeds which do not require so much nicety in their selection as others; but, still there are none but should receive their due portion of attention—and no variety but will amply reward for the labor bestowed, both in the quality and quantity of the it with the engraving in our next, with others returns. The superiority of which, from this of interest.

that the variety of Swedish turnip cultivated in East Lothian had, by judicious selection of the roots from which seed was to be saved, been improved in nutritious value upwards of 300 per cent. and he adds—"The difference of produce arising from sowing the seeds of a good and a bad variety of a plant is so great, that it does not seem inconsistent with probability to state that the gross agricultural produce of the country might be augmented in the course of a few years, through the agency of improved seeds, to the amount of 7 per cent.; and as the farmer's home consumption of produce, by such means would be increased nearly 10 per cent. what an enormous fund this forms for maintaining the un-agricultural part of the population, and augmenting the income of land-holders."—[Gen. Farmer.]

WHEAT .- The Richmond Whig says, one hundred thousand bushels of wheat have been already ground this season, at Chevallie's (Gal-lego's) Mills. This is more than any other mill here or elsewhere has ever done by the 8th o December.

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, JANUARY 5, 1833

NEW-YORK PATENT GUARD RAIL .- We have seen within a day or two, a newly invented iron edge rail, for Railroads, by a gentleman of this city, which, we have little doubt, will be found of great utility. Its peculiar advantages, as set forth by the Patentee, are, first, its great strength in proportion to the material used-2d, its economy, not only in its own cost, but also in the cost of sleepers, or supports, upon which the rail rests—one third, or one half of them being dispensed with,—and 3d, its safety if a rail is broken, which sometimes occurs by a blow or other accident—as even when broken it may still be used until another can be inserted. Two rails, made upon this plan, were placed on sleepers or bearings eight feet from centre to centre, and sustained ten tons weight without injury.

It has been examined by several eminent Engineers and scientific gentlemen, who, we are informed, consider it a very valuable improvement, and if we may be allowed, with our limited acquaintance with such matters, to express an opinion, it would accord entirely with those already expressed by gentlemen every way competent to decide. We are promised a more particular description, with a drawing of it, which we shall lay before our readers at the earliest period possible.

We understand that two distinguished engineers and *practical* Railroad builders, who have been for several years constantly engaged on one of the most extensive railroads in this country, are now disengaged. Their services would be exceedingly valuable to Railroad Companies about to commence operations. We shall with pleasure give such information as we are in possession of, if applied to upon the subject.

The London Mechanics' Magazine for October has just come to hand. It contains several highly interesting articles, amongst them is an engraving and account of Braithwait's Steam fire engine, the Court, made expressly for the King of Prussia. We shall endeavour to give

We owe an apology to V. D. G. for the delay of his first communication. It was delayed first by other matter previously in hand, and then by the omission to publish the Journal on the last Saturday in December, in consequence of there having been two numbers issued in one week at the commencement of the year. His second of the 18th of December, is at hand, for which he will please accept our thanks. His communications will find a ready admission into the Journal.

The communications of Publicola are received, and they will have an early insertion.

This being the first number of a new volume, and very much improved in its appearance, it will be sent to all who have heretofore been subscribers to it, that they may see it in its new dress. And it is the particular desire of the editor that those who wish to continue it, and have not already done so, will acknowledge its receipt by forwarding us three dollars FREE OF POSTAGE, that we may, as soon as possible, know whether to keep up its present appearance, or to make it as heretofore, a Railroad Journal and Advocate of Internal Improvements

*** Those who do not wish to continue it will please to return this number to us, under a good envelope, as we wish to preserve every number.

This number will be sent to the members of Congress and of the Legislatures of the different states now in session, who are respectfully solicited to become subscribers themselves, and then to forward this number to such of their friends as they think may also be induced to patronize the work. Each subscriber will receive from the first number of this volume, and also the first volume, either in sheets or bound, if he desires.

To our friends of the Press we would tender our thanks for their liberality towards the Journal. It was altogether unexpected, and therefore the more gratifying.

Of those with whom we exchange, we would ask the insertion of our list of contents, as our only object in exchanging at all is to circulate as widely as possible such information as may tend to the general improvement of our country, and in some small degree to reciprocate the favors received from the corps editorial, and not for papers in return, as we have the use of over one hundred and fifty different papers weekly, from all parts of the countrybesides those received in exchange for the Journal.

To the Editor of the Rail Road Journal:

DEAR SIR-I send you a meteorological journal kept in this city, for the week ending on the 31st of December, which, if you should think worthy of insertion, will probably be continued from time to time, with as much regularity as my avocations will allow.

It may be proper to remark that a leading object of this record is to assist in furnishing the means for tracing geographically, and in the order of time, the principal phenomena and changes of our climate. Investigations in the department of physical meteorology, it is believed, would be greatly aided by records of this kind, obtained from different parts of the United States and the neighboring countrics.

To promote this object an entry is made every four hours from 6 A. M. to 10 P. M., and the interm changes of the wind or weather are also noticed. The

ngth or velocity of the wind is denoted by the use of ||the barometer has been carefully adjusted by a common the following terms, expressing the different degrees of intensity in their order, viz:-faint, light, moderate, fresh, strong, gale, strong gale, heavy gale, hurricane. But as the direction of the atmospheric currents in the region of the clouds affords far more satisfactory evidence of the general course and character of the principal movements of the atmosphere than is obtained from the direction of the wind at the earth's surface, the course of the clouds, when observed, is noted in a separate column. If the movements of two strata are observed at the same time, a line is drawn, and the point of compass from which the upper stratum proceeds, is marked above it—that of the lower stratum being placed below. The direction of the lowest stratum of clouds is also placed below a line, when from the existing or previous appearances, there is good reason to infer that the higher clouds are wafted by a different current. Changes which occur during the four hours, are marked by an intervening dash -; and observations made at the regular period, but showing no change in the results, are denoted by double commas or periods. The scale of the 18th, 29.17. Range 1 1-3 inches.

standard, but may possibly exceed the true height. Its position is about twelve feet above the ordinary tide level The thermometer is placed in the open air, but in a shelter ed position, and probably does not fully indicate the greatest extremes of temperature.

N. B.-In 136 periods of observation in the month of cember, the winds have prevailed from north to east, including north, during 38 1-2; -- from the east and thence to south during 18;-from the south and round to west 37 1-2;-from the west and thence to north, 42. Of 92 periods in which the course of the clouds has been noted in the month, the upper movement observed has been from the north, and including the quarter of the compass to east, 5;-from the east and thence to south 5;-from the south to west 45;-from the west to north 37.

Thirteen observations of the clouds made while the thermometer was below the freezing point, resulted as follows from east to south 1:--from south to west 6:--from west to north 6. Barometer highest on the 30th, 30.67-lowest on

METEOROLOGICAL RECORD, FOR THE WEEK ENDING MONDAY, DECEMBER 31, 1832.

Date.		Hours.	Barometer.	Thermometer.	Winds.	Strength of wind.	Clouds from what direc- tion.	Weather and Remarks.
December	25	6 a. m.	30.14	34	wsw	moderate		cloudy
		10	.14	35	"	" —light	{ www }	" —fair, with light clouds
							(wsw)	
		2 p. m.	.14	41	NNE-N	faint—light	}	fair
		6	.16	39	NNE	light	(wsw)	
		10	.21	35	calm		}	clear
u	26		.28	32	NE	u	wsw	fair—cloudy
		10	.34	34	NE-NNE	4	4	cloudy—sleet at 11:20—snow at 12—
						}	()	[rainy at 1
		2 p. m.	.28	36	ENE	moderate	E by N	rainy—lowest scuds from E by N
		6	.22	35	"	u	(2 3) /	rain
		10	.17	34	1			4
44	27	6 a. m.	29.84	39	ENE	light		cloudy and foggy
		10	.87	40	variable	light faint	wsw (sw by w)	" at 11, wind Nw—at 12 NE, and [barom. 29.75
		2 p. m.	.75	41	WSW & WNW	light—mod.	$\left\{\begin{array}{c} \overline{\mathbf{w}\mathbf{by}\mathbf{n}} \end{array}\right\}$	" —fair
		6	.80	41	wsw	fresh		fair
		10	.86	38	4	"		4
4	28	6 a.m.	.97	35	"	44 -	NW	" —scuds from NW .
		10	30.04	38	WNW-NW	- 44	46	" "
		2 p. m.	.06	40	NWN by W	"	44	4
		6	.15	38	North-west'ly	moderate		clear
		10	.18	34	"	light		.44
4	29	6 a. m.	.13	32	NNE	ı.	'	cloudylight snow at 8
		10	.20	32	NNEN	moderate	$\left\{\begin{array}{c} w_{NW} \\ \hline \\ NE \end{array}\right\}$	cloudy—fair—clouds at 12 \ \frac{\text{wnw}}{
					3		> www {	("
		2 p. m.	.23	33	N-NNE	fresh	$\left\{\begin{array}{c} \overline{\mathbf{w}} \\ \mathbf{w} \mathbf{b} \mathbf{y} \mathbf{w} \end{array}\right\}$	fair—scuds from N by w
		6	.40	29	NNE	44	(,)	
-		10	.48	27		moderate	,	•
44	30	6 a. m.	.65	24	"	light	Esg brisk	" —at 9 thin smoky scud from ESE
		fo of	.67	26	ENE-E-88E	44	NW	64
		2 p. m.	.62	33	88E & SE	moderate	66	44
		6	.60	33	"	"	wsw	" -clouds at 9 from wsw
		10	.60	34	"	"	44	hazy—fair
"	31		.54	34	ssw to w	"light	8W	cloudy
		10	.53	36	wsw	light	"	"
	- 1	2 p. m.	.41	42	WSW-NE	faint	"	" —fair
		6	.38 .31	41	calm—sw	1	"	faircloudy
		10	.31	42	l sw	moderate	85W	cloudy

[COMMUNICATED FOR THE NEW-YORK AMERICAN.] METEOROLOGICAL RECORD.

	Thermometer.		Barometer.		1				
DATE.	Highest.	Lowest.	Highest.	Lowest.	WINDS.	WEATHER.			
DECEMBER 3 3 3 6 6 7 8 9 10 11 12 13 14	46 48 41	27 27 37 36 53 52 35 44 44 41 39 27 47	30.11 30.24 29.80 80.01 30.47 30.47 30.47 30.05 29.84 30.15 30.15 30.15 30.18 30.18 30.19 30.19	29. 45 30. 05 23. 32 29. 64 30. 31 30. 35 30. 23 29. 70 29. 23 20. 06 29. 50 30. 10 29. 94 23. 65	NW N-ENP NE-NW NE-NW-ENE SW-W NE-SW SSW Calm-E-ly SSW-NNE E-ESE SSW NE-NNE	Rain early—cloudy, high wind—clear at night. Clear morning—overcast at noon—snow at night Rain. Cloudy day—clear night. Clear morning—cloudy afternoon and night Fair. Cloudy—rain at sight. Heavy rain. Miery morning—rain at noon—clear at 4, p. m. Clear. Fair morning—overcast at 2, p m.—rain at 8, p.m. Rain during the day—clear at night. Cloudy—rain at 2, p. m. Cloudy—rain at 2, p. m.			

SUMMARY.

Murder.-Considerable excitement prevailed on Thursday inthe lower part of the city, in consequence of its becoming known that a man had been found murdered on board the schooner Andrew Jackson, commanded by Capt. Avery, lying at the pier No 13, in the East River.

Between nine and ten o'clock in the morning, an individual having occasion to go on beard the above vessel, perceived lying at the foot of the Cabin stairs the body of a man dead, bearing the marks of having been inhumanly murdered. It appeared that it was the corpse of the chief mate, Arthur Miller, a young man, a native of London, of the age of about 22 years and of extremely steady and temperate habits. He was in the habit of sleeping on beard the vessel for the purpose of preventing depredations being or the purpose of preventing depredations being committed on it, and had been seen about nine o'clock the preceding evening in Water street, when it is supposed he was going to the vessel.

Ilis body presented a most horrid spectacle He

had been stabbed in the ear with a dirk or knife; the lower jaw was severed from the face with an axe, drep gashes covered the face and head, in short, the whole presented a scene of blood almost indescribable.

A chest in the cabin had been broken open and a

A chest in the cabin had been broken open and a new blue cloth coat and pantaloons taken out.—
The axe with which some of the blows, no doult had been inflicted, was placed standing up in a corner.
A Coroner's jury sat on the body during the day, and the police were actively engaged in endeavoring to discover the perpetrators of this barbarous murder, but at a late hour last night, no clue had been found by which the assessin could be traced. found by which the assassin could be traced.

It is supposed that the unfortunate man, on going on board his vessel, found some one in the cabin robbing it, as he was not undressed, and had but one sleeve of his jacket off: that he grappled with him, and that he was a powerful man, a desperate struggle ensued, in which his pantaloons, vest and shirt were torn in tatters.—[Courier and Enquirer.]

FaCommerce of N.Y.—We are indebted to Captain Schofield, of the U.S. Revenue Barge Office, for the following list of arrivals at this port, from foreign ports, for the year ending last evening. There have arrived at this port, from the 1st of January 1832 to the 1st of January 1833, 1810 vessels from foreign ports, of which 1290 were Americans, viz. 375 ships, 609 brigs, 281 schooners, 21 barques and 4 sloops -369 British, viz. 38 ships, 44 barques, 183 brigs, 102 schooners and 2 sloops—French, 8 ships, 3 barques, 31 brigs- Spanish, 1 ship, 14 brigs, 4 schoon. ers-Dutch, Hamburg and Bremen, 12 ships, 15 brigs, 3 barques, 2 galliots—Swedish, 5 ships, 4 barques, 12 brigs, 4 schoeners—Danish, 4 ships, 7 brigs —Austrian, 6 brigs—Celombian, 2 schooners—Italian, 3 brigs—Russian, 1 ship, 1 brig—Mexican, 1 brig—Haytien, 3 brigs, 1 schooner. Bringing 48,589 passengers: 1425 arrived in January, 770 in February, 1438 in March, 3087 in April, 5856 in May, 8108 in June, 6969 in July, 6985 in August, 3950 in September, 3685 in October, 5201 in November, 1115 in December.

Colonization Affairs.—A meeting of the people of color was held in the Methodist Episcopal Church, on Monday last, to hear the Report of Gluster Simp. son and Archy Moore, who, our readers may recollect were deputed by the people of color, to ascertain the state of things at the colony, on the coast of Africa. The report was listened to with attention, and we have no doubt, will have great influence in promoting the objects of the colony .-- [Natchez (Mis Journal, Nov. 30th.]

During the past five years the number of emigrants arrived in Quebec has amounted to 156,000—equal to three-fourths of the population of the city of New

As an evidence of the extent and importance of our trade to Pera, it is stated that during one year, next proceeding August last, seventy-two American whale ships of nearly 25,000 tons burthen visited the little port of Payta alone.

The following is the amount of duties paid by the different Auctioneers of Philadelphia, during the last duarter:—Thomas, Gill &Co. \$8034 72; R. F. Allen & Co. 7935 21; Graham & Mandeville, 4334 02; Lippincott, Richards & Co. 2044 97; Moses Thomas, 1060 02; Baker & Mackay, 359 75; T. W. L. Freenan, 294 82; C. J. Wolbert, 210; Geo. Riter, 65 61; S. Poulterer, \$39 87.—Total, \$24,385 99.

We record, to-day, with great regret, the accidental death of Mr. Matthias Raser, an estimable man, and one whose unexpected decease must be lamented by all who knew him. About six, yesterday evening, the Germantown Railroad cars, seven in number, drawn by a locomotive engine, arrived in this city from Germantwon; Mr. Raser being a passenger in that next to the engine. Soon after the train had stopped, he stepped upon a wheel to get out. The d forward, we know not from w hat caus he fell, and the wheels passed over his body. It was called out, that a passenger had fallen; and the car being backed, the wheels went across the unfortunate gentleman again. His speedy death was the consequence.—[Phil. Chron. Dec. 31.]

-An accident of an afflicting nature Accident .occurred in Haverhill on Tuesday last, in the death of a young man named Edward H. Foster, a clerk in the store of Mr. Peter Osgood. The circumstances are these :-- Mr. Osgood had placed a bottle on the stove containing between two and three gallons of Alcohol, with several pounds of Gum Shellac for It had been customary occasionally to solution. shake the bottle, in order to facilitate the process but always raising the cork. The young man neglected to observe this caution-shook the bottle, when it burst, throwing its contents over him, and coming in instant contact with the stove, he was covered, and the store filled, with flame. The young man and Mr. Osgood made for the street door, but were oth unable to open it, when the young man plunged headlong through the glazed part of the door into the street, the fire and smeke bursting out furiously through the opening thus made. Mr. Osgood made his escape through a back door. The flame which enveloped the young man was very soon extinguished by an individual in a neighboring skep throwing a pail of water upon him. Medical aid was immediately procured, and it was found that he was burnt from his face to his feet. He lingered in distress to be destroyed. Den Miguel has threatened to at the address; but there are remours show that Thursday afternoon, when he expired.

FOREIGN INTELLIGENCE.

From Liverpool, we have by the Pacific, packet ship, papers of 16th, and London papers of 15th November. They complete our files, and, though afferding no news, enable us to present some details of what was before known.

A letter of the 14th, from a house of the highest commercial standing in London, expresses great solicitude lest a general war in Europe should ensue; and adds, that owing to such an apprehension, trade was very much at a stand.

A meeting of Bankers and Traders was held at the London Tavern on the 13th, to express regret Portuguese, 1 schooner—Brazilian, 1 schooner and apprehension at the measures taken by Minis-Austrian, 6 brigs—Celombian, 2 schooners—Italters against the Dutch. This proceeding is thus ridiculed by the London Times :-

> This Conservative party-colored, politico-mercantile, Dutch-loving, reform-hating, p ace-profess. out to be, as we were sure it would, a desperate failure. Nor could it be otherwise. In support of the professed object of the meeting, there was not a word to be said; not one syllable in the shape of argument could be pressed into the service by that ingenious goulleman, Mr. Thomas Bariag, as a cloak for the shallowness of the pretence upon which the requisition was got up; and we will venture to say, that if the whole business was yester-day morning at breakfast time suspected by the more sagacious part of the public to be a mere vulgar election manœuvre, two hours before dinner the suspicion had ripened into proof.

The accounts from Berlin and the banks of the Rhine speak confidently of the assembling of Prussian forces on the frontier of France; and an arrangement is alluded to, by which Venloo, now held by Belgium, but which, according to the Protocols of the Conference, is to be given up to Holland, is to be taken possession of by a Prussian force. As Prussia did not at the Conference assent to the coorcive measures adopted by France and England against Holland, she can have no pretext for sending her troops to occupy Venleo. The first and most important effect of such occupation would be by the majority of the members composing the reto leave free for hostilities against Leopold the union held at General de Thiers's, that the Princess Dutch garrison, which otherwise would be required shall be tried by the Chamber of Peers. Governfor that extensive fortress; and that is virtually aiding the Dutch King.

In Portugal things remain much as usual: the latest dates are of the 9th November from Oporto, which we find in the London Globe of 15th. That paper says-

No engagement had taken place subsequent to the accounts received to the 27th ultime. Den Miguel, however, occasionally favors the besieged with a few shells and shot, without doing any mischief or excit-ing any alarm. The Miguelites are active in their preparations for a general and desperate attack on Oporto, which is expected to take place on or about the 15th inst. The Pedroites are adopting vigorous measures to repel it, and are determined again to convince Don Miguel that he has not such a puny foe to contend with as he imagines.

Don Miguel arrived at Braga on the 6th instant, where the major part of his army is, consisting of about 17,000 men, whom he is going to command in person. He has left his sisters at the Convent of the Ursalines. Don Miguel was warmly received by that division of his army, who have evinced great devotedness to his cause. He has caused strong batteries to be erected on the south side of the Douro, where he has about 11,000 men, to command the city and bar, so that the expected bombardment may be spon-taneous at the time fixed, to paralyze, and, if possible, to discemfit the besieged. Don Pedro intends to send a reinforcement of troops to Villa Nova to attempt the destruction of the batteries, which it is supposed he will be enabled to do under the shelter of the Serra Convent. Don Miguel purposes to commence the attack on the Bon Successo side of Oporto, which has hitherto been the weakest side of the lines. Don Pedro, supposing such to be the design of his antagonist, has taken the precaution to strengthen that side, and has ordered the houses and trees which would cover the advance of the besiegers

-he has made no effort to prevent the communica tion between it and the city: if he did he would be frustrated, and the party out off from the centre of the line.

Great reinforcements have arrived from England and elsewhere, and it was stated at the time of the Royalist leaving, that Gen. Excelmans, from France, had arrived at Oporto in the Liverpool steamer. Count Villa Flor has resigned his command of the army, the cause of which is unknown; and Don Pedro has taken the command himself, which not at all disappointed his troops, and has expressed his determination either to conquer or die in the cause. He has appointed Sir J. M. Doyle as his Aid-de-

Camp only for the present.

Two of Admiral Sartorius's frigates are in such a dilapidated state as to be unfit for further service unless repaired, and it is said they will proceed either to Vigo or England to refit. The Don John is in such a state from the late naval engagement as to be altogether unseawerthy; she has at least 300 shot in her hull, and about sixty under water; she is lying at Lisbon. The Caledonia and Asia are at anohor off Lisbon, which has given great joy to the British residents in that city, as they will be protected from the cowardly insults of the Miguelites. The Briten and Leveret were cruising off Oporto. The army of Don Pedro is estimated at 15,000 strong. Deserti to a small amount take place in the army of Don Miguel.

In Paris expectation was all alive about the meeting of the Chambers, of which the session was te commence on the 19th Nov. The contest for the Presidency of the Deputies will be between M. Lafite and M. Dupin-neither of them warmly or well affected towards the present ministry. This question and that of how the Dutchess of Berry was to be disposed of, occupied the anxious attention of the Cabinet. On these heads the following letter, from a correspondent in Paris of the London Courier, is interesting; that paper says the fullest reliance may be placed on the writer of it :--

PARM. Nov. 13. "The Ministry are perplexed with the cogent arguments of the Parisian Press directed against the Ordonnance relative to the Duchess of Berry. It cannot now be withdrawn, and it has been resolved at the numerous assemblies of the centre gauche and ment should have begun by an Ordonnance to this offeet; though not strictly conformable to the Charter, it would have been tolerated as the only means

of avoiding the ignominy of a Court of Assixes.

The capture of the Duchess has made less impression in the capital than strangers may suppose.— The Court is afflicted and embarrassed beyond all idea; but M. Thiers, with a view to his position at the opening of the Sessien, adopted this measure certainly without having specially consulted the higher powers, to whom it was a painful surprize.
It was desired and intended, that a plan would have been adopted to oblige the Duchess to leave the country. M. Montalivet had made the necessary arrangements for this purpose—they had obtained the highest sanction.

It is, however, believed, that the passions of the multitude may be restrained at the presence of an illustrious female who was never unpopular in France, and whose adventures pourtray so much galiantry and perseverance. Besides the masses bourgeoises stand in much need of repuse; and the national guard, especially of Paris, forms a part of these masses. Declamation and invective are readily excited; but armed resistance and destruction are not so easy.

"The repugnance that the country feels at the is essant changes which have so often new moddeled the Administration since the Revolution, may win a feeble majority to Government at the opening of the But, if obtained, how dearly will it be pur-Session. chased! with what humiliations must it be preserved! M. Dupin, from the fausse position I have already described, has a far better chance of b President of the Chamber of deputies than Minister, at least for a time, unless he convents to enrol himself servilely under the benners of the present Ad ministration. This his friends declare is not possible, while the Duc de Broglie and M. Guizot form part of it. As long as the King supports these Ministers they will remain, undaunted by the phrases of

Digitized by

be reluctantly obliged to offer up MM. de Broglie || and Guizot as a holocaust to the Parisians. M. Thiers would have caused less regret; but the part he has played in the late event has consolidated his

power for the present.

The diplomatic world affirm here that, if the King of Holland does not evacuate Antwerp on the march of the French troops towards it, with the concurrence and in conformity to the offers of the French Cabinet, Prussia will occupy Venloo and the banks of the Meuse, comprehending a part of Luxembourg, until the siege of Antwerp is ended. The French complain they purchase the right of battle very dear. To day 55,000 men cross the frontier.

Another correspondent of the same paper thus writes:

Paris, Nov. 13.—The members of our two Chambers begin gradually to arrive in the metropolis, and preparatory deliberations among the different parties now daily take place. The first assembly of the op-position members was held on Saturday forenoon, at a house in the rue Neuve St. Augustin. A considers. ble number attended, a good deal of conversation took place, but no measure was decided upon. The same ers are to assemble again on the 19th, the very day of the opening of the Session, to fix upon the person to whom they will give their votes for the Presidency. You know that the contest will be between Mesers. Lifitte and Dupin. Until very shortly, the triumph of M. Lafitte was looked upon certain; but I hear from good authority, that Government has succeeded in gaining over a good many votes on that point; and that in the present aspect votes on that point; and that in the present aspect of affaris, the majority seems to be rather in favor of M. Dupin. The great difficulty will, however, still be to persuade that gentleman to accept the post. In the mean while, many changes may still occur between this and the definitive vote, particularly if the geneal report be true, that the Cabinet is not at present as united as might be wish d. Mar-shal Soult and M. Thiers are, it is said, at complete variance with their colleagues; and if a modification should take place in the Cabinet, it will c rtainly be in their favor. The Chief discrepancy arose on M. Barthe, the ministers of Justice, refusing to sign the ordinance concerning the Dutches of Berry. This ordinance will besides be a considerable stumblingblock for Government.

Yesterday a numerous assembly of the Members of the Chamber of Deputies took place at a new Chamber, amongst whom were persons of all par-After examining and admiring the new arrangements, which are really very handsome and generally approved of, excepting, however, the white and gold ornaments, which are found to be of too light a nature for the gravity of the place, the Mem bers proceeded to discuss the measures of the Cabinet, and this I can mention to you as a positivé fact, that an almost unanimous resolution was taken to reject any law whatever that might be presented to Government concerning the Princess, the Chamber not wishing to take any responsibility upon itself in that affair. Several Ministerial Members, and among the rost M. Delessert, supported strongly that resolution, and you may be assured that no law will pass

to that effect.

It will also, perhaps, not be uninteresting to you to hear that the Marquis de Dalmatia, eldest son of Marshal Soult, is going as Ambassador to Constantinople, and takes with him M. Lawrence, late Vice Consul in Rotterdam, as Consul in Smyrna. choice of the Marquis is meant to counteract the influence England may gain in Turkey by accepting the mediations proffered by the Sultan.

The arrest of the Duchess of Berri was effected through the treachery and venality of one whom she had treated too well. We annex some particulars respecting this villain.

The Temps says :- " It appears that the person ointed out by the Quatidienne under the name of pointed out by the Quotidienne under the name of Hyacinthe Genzagues, is certainly the man who betrayed the Duchess of Berri, in consideration, it is eaid, of 300,000 francs, which was promised in as a reward. It also appears that this negotiation was entered into by M. Montalivet, before he went out A circumstance, proving the confidence of the Duchoss in this man, is, that he was accre dited to her in the quality of agent of Don Miguel. It is reported that the Duchess was to have been arrested as she entered Nantes, but this failed from some misunderstanding, and the coming on of a

Revenant."

The Breton of Nantes, of the 11th inst. contains the following account of Etienne Gonzague Deutz,

who betrayed the Duchess of Berry : "He is aged thirty-one years, and a native of Cologne, where he was educated in the Jewish religion. In 1826, he resided at Rome, with his Un-cle, the celebrated Dentz, Rabbi of that religion.— Without any means of subsistence, or at least with. out a fortune sufficient to supply his habits of extravagance, he left his protector to seek a more agreeable way of living. Urged by the Propaganda, he denied his God and became a Catholic. Great was the exultation of Christendom at his conversion, which was considered a great event at Rome. Deutz, in high favor with the heads of the Church lived a long time upon the pecuniary supplies granted him by the Cardinal Albani. It appears that in 1831, Gonzague Deutz, after having made a voyage to America, returned to Europe. From a desire to to America, returned to Europe. open to himself a new sphere of life, he attached himself, by some services which are unknown to us, to the Duchess of Berry, on her visit to Rome. An individual named Drack, brother-in-law to Deutz, became attached, under Charles the Tenth, to the Duke of Bordeaux, and this afforded the other the means of introducing himself to the Duchess of Berry. He soon gained the confidence of the Duchess, who amply rewarded him, and sent him on several delicate missions, and thereby strengthened the good opinion which the Princess entertained of him. After landing in France, Deutz was entrusted with important missions, of which, on their being accomplished, he rendered an account to the Princess at Nantes, a few months ago. After this, the Princess sent him on a fresh mission to Germany. It is said that, at Frankfort, he became acquainted with an individual attached to the Freuch police. Here the first overtures for betraying the Duchess were made. On quitting Frankfort he went to Rome, whore he was received by the Pope, who gave him letters for the Duchess of Berry. From Rome he proceeded to Portugal, where he saw Don Miguel, who also gave him letters for the Royal Duchess.— From Lisbon he returned to Paris, and made a fine arrangement for delivering up the Duchess. stated that it amounts to nearly a million of france. In order to carry his project into execution, he went to Nantes, and applied for an interview with the Princess. The persons who knew the retrest of the Dutchess being a little suspicious; at first refused his request. But as he would communicate the re. sult of his journey, and the despatches he had, to the Duchess alone, he was admitted to an interview on the 6th, at the house of Mile. Duguigny, at the moment of dinner. On his entering the house, the Duchess of Berry, by way of precaution, left the room; but when she perceived, through a kind of vasistas, that it was her protégé, she came back into the room, exclaiming, 'Ah, is it you, my dear Deutz?'... Deutz remained a few minutes with the Princess, and then went out to give to the numerous police officers, who surrounded the house, the signal for her arrest."

PRUSSIA.—BERLIN, Nov. 6.—Her Majesty the Queen of the Netherlands has arrived here.

Bealin, Nev. 6.—(From a letter.) which Prussia had presented against the march of treatment which, ever since that plan has been in contemplation, General Merckx, the Belgian Minister, meets with. His cards are for the most part unanswered; the Court avoids him, and so he is for the most part left to himself. He has little communication with the diplomatic body, except that the English and French Ambassadors have frequent in terviews with him, which must be the more import ant, as the question whether there shall be peace or war in Europe will be decided at Berlin.

At a grand dinner lately given by the Belgian Am bassador only the Ministers of the two Courts who are in alliance with the Sovereign were present though there is no doubt that others were invited.

This evening it is reported that Prussia has consented to occupy Venico as a security against any consequences of the march of the French into Belgium.

[From the Messager des Chambres of Nov. 14.]
BANKS OF THE RUINE, Nov. 10.—The Prussian BARKS OF THE RHINE, Nov. 10.—The Pressan the country on or a the roops now on the Rhine are the 7th and 8th Corps the roops now on the Rhine are the 7th and 8th Corps the roops in time. It is further asserted, that d'Armée. These two corps are each composed of amongst the papers found, there are some very cultwo divisions, the 13th and 14th, and 15th and 16th. The General of Infantry, the Baron Muffling, com.

ages, and curious drafts of articles written by the Duchess of Berri, which have already, or were intended to be inserted in the Quotidienne and the ultra, arrogant, clever, and crafty diplomatist, a good chief of staff, but not beloved by his corps, an capable of making a campaign, on account of his

> News by the way of Charleston.—The steam. packet David Brown, in four and a half dave from Charleston, and bringing as usual the first report of her own arrival out, furnishes us with papers from that place of 28th and 29th. From the Mercury of 29th, we extract the following paragraph, referring to some days later accounts from Holland than those received here. The report of Leepeld's asking a truce can hardly be accurate.

LATEST FROM EUROPE.-The barque Brighton. Capt. Baxter, arrived yesterday from Amsterdam, from which place she sailed on the 16th November. She brought no papers, but we learn from the Captain that the French and English squadron were blockading the coast of Holland. They detained only Dutch vessels, of which they had sent a number to England.

King Leopold had requested a truce of 14 days, but it was not ascertained whether it had b

HOME AFFAIRS.

APPOINTMENTS BY THE PRESIDENT

By and with the advice and consent of the Senate. Charles Peavey, to be Surveyor and Inspector of the Revenue for the Port of Eastport in the State of Maine, vice Samuel Ayer, deceased.

David Turner, to be Collector of the Customs for the Port of Beaufort, in the State of South Carolina;

vice William Joyner, removed.

Jeremiah A. Yates, to be Appraiser of Goods for the Port of Charlesten, in the State of South Carelina; vice William E. Hayne, removed.

Charles L. West, to be Appraiser of Goods for the

Port of Charleston, in the State of South Carolins; vice Legrand G. Capers, appointed during the re-cess of the Senate, who declines.

Charles Stephens, to be Appraiser of Goods for the Port of Savannah, in the State of Georgia; vice Edward F. Tatnall, decessed.

South Carolina.—The Legislature adjourned on the 21st ult., having passed-

An Act to carry into effect in part an Ordinance to Nullify certain acts of the Congress of the United States, purporting to be laws laying duties on the importation of foreign commodities, passed in Convention of the State, on the 24th November, 1832. The Replevin Act.

An Act concerning the Oath prescribed by the Ordinance.

These acts are not, according to the Mercury, materially variant from the original bills. If so, we see not how-even with the mediation! of Virginia -the issue of force is now to be avoided; for the laws are made, the Legislature had adjourned, and the lat of February is at hand.

A correspondent of the Charleston Courier thus explains the provisions of the "act concerning an oath, &c.," as finally settled by a committee of con. ference :

All civil and military officers now in commission, shall only be required to take the additional oath on the happening of a centingency, in which shall be involved the authority of the ordinance, or the validity of the acts of the Legislature by virtue thereof, or the validity of the acts of Congress of 1828 and '32, purporting to be laws for the callection of imposts on foreign commodities. And in reference to officers who are hereafter to be elected, or who were elected during the present session, the bill requires them to take the additional oath previous to entering upon the duties of their office. Jurors are also included in the anticipation of a contingency. It gives the Governor a discretionary power in the matter, however, to order a compliance with the Ordinance, when, in his opinion, the public exigency shall re-

all the armament attached thereto, to Fort Moultrie.

The resolutions of Mr. Preston, published in this paper on Monday last, were adopted before the adjournment. On motion of the same gentleman, a certified copy of Gov. Hayne's proclamation was ordered to be transmitted to the President, with a request that he would lay it before Congress.

LEGISLATURE OF NEW YORK.

In Senate—January 1, 1833.
At 10 o'clock, Lieut. Gov. 'I'racy announced to the Senate that the hour had arrived te which it stood adjourned. The Clerk then proceeded to call the roll, and a quorum answered to their names.

The new members were then sworn in by the Lieut. Governor.

Resolutions requesting the Clergy of the city to attend, and for supplying the members with newspapers were passed

Committees were appointed to wait upon the Go vernor and Assembly, at 11 o'clock to-morrow, and inform them that the Senate is ready to proceed to business. Adjourned.

ASSEMBLY.

At 10 o'clock, the members were called to order

by Mr. Seger, the Clerk of the last House.
The Clerk then called over the list of member returned as elected, when 123 answered to their by A. C. Flagg, Secretary of State.

Then House then proceeded to ballot for Speaker,
Mesers. Van Duzer and W. Baker, tellers.

On counting the ballots, it appeared that CHARLES L. LIVINGSTON, of New York, had 99

JOHN C. SPENCER, of Ontario, 22 votes

Blank, 2. Mr. Livingsten was thereupon declared to be elect ed, and Mesers. Litchfield and Downing were appointed a committee to conduct him to the chair, when he delivered a brief address.

The following officers were then appointed by re solution:

Francis Seger, clerk—on motion of Mr. Finch. Cornelius A. Waldron, sergeant at arms-on mo tion of Mr. Curtis.

Alonzo Creeby, doorkeeper-on motion of Mr Dodge.

James Courter, assistant doorkeeper-on motion

of Mr. Humeston On motion of Mr. Myers, the Rules and Order

of last session were adopted.
On motion of Mr. G. W. Patterson, the Speaker

was requested to appoint the usual Standing Com-

On motion of Mr. Ostrander, the usual resolution fornishing newspapers, the price for each member not to exceed two daily papers.

On motion of Mr. Myers, to provide the Red Boek.
Mr. E. Livingston-affered a resolution to request
the clergy of the city te officiate as chaplains, which, on motion of Mr. Hertell, was laid on the table.

Messs. Litchfield and Downing were appointed a Committee to weit on the Governor and inform him that the House had organized and would be ready to receive a communication from him at eleven to-morrrow. [The reason given for varying from the usual course, was the general desire to participate in the festivities of the day.]

Meers. Spencer and Skinner were appointed to wait on the Senate and inform them that this House had organized. [It being stated that the Senate had adjourned, the committee did not perform their duty.

In Congress, there was little of interest transact ed either on the 27th or 28th ult., beyond the rejec tion in the House of Representatives of Mr. Adams's eall for the Proclamation and the South Carolina Ordinance-owing probably to unwillingness now to debate the merits of those documents-and the Tariffbill as reported.

Congress.-The Senate did not sit on Saturday. In the House of Representatives, the debate upon solution offered by Mr. E. Everett, for instruct. ing the Commtitee on Post Offices and Post Roads to enquire into the expediency of reducing the rates of postage, was centinued by Mesers. Wilde, Hoffman, J. Reed, and Craig, during the hour allotted to morning business, without the question being taken.

and City authorities, were remeved yesterday, with || The House then went into Committee upon several || ted States to seduce them from their allegiance,

Monday, December 31.

In the Senate, Mr. Webeter appeared and took his seat. The resolutions submitted to day by Messrs. Robinson and Hendricks, were agreed to. The re-Robinson and Hendricks, were agreed to. solution offered by Mr. Sprague, directing the Com. mittee on the Post Office to prepare and introduce a bill reducing the rates of postage, was taken up. Mr. Grundy preposed to amend the resolution, so as to require the Committee to inquire into the expediency of reporting such bill. A lengthy and discursive to the committee of sive debate ensued, in which Messrs. Grundy, Sprague, Clayton, Holmes, Foot, Buckner, Benton and Bibb participated Before the discussion was concluded, the resolution and amendment were laid on the table, with a view to going into Executive ession, when after a short time spent therein, the

Senate adjourned over to Wednesday.

The House of Representatives did not sit to day .- [Globe.]

Wednesday, January 2.
In the Senate, Mr. Holmes introduced a bill extending the franking privilege to the members of Congress, in the recess, which was read twice and committed. Several private bills were presented, read, and committed to the Standing Committees. reducing the rates of postage, and the amendment proposed by Mr. Grundy, instructing said Committoe to inquire into the expediency of such reduc tion, was taken up, the amendment was adopted— Yeas 20, Nays 18. Mr. Foot moved a further amendment, directing the Committee te inquire into the propriety of equalizing the rates of postage, which was agreed to. Mr. Holmes moved an additional amendment, instructing the Committee to inquire into the expediency of abolishing the postage on newspapers, which was adopted. The resolution, as amended, was then agreed to. The Senate then adjourned.

In the House of representatives the debate upon the resolution heretofore offered by Mr. E. Everett for inquiring into the expediency of reducing the rates of postage, was further continued by Messre. E. Everett, Hoffman, and Cambreleng, when at the expiration of the hour allotted to morning business, the House went into Committee of the Whole on the state of the Union, after the special orders of the day had been posponed till to-day.— Mr. Verplanck had in the first instance moved to postpone the special orders till next week, in order to take up the tariff bill, which was negatived, years 74, nays 83. They were then posponed till to day, and several appropriation bills were carried through the Committee, and the House adjourned.—[Globe.]

Yesterday (says the National Intelligencer of Wednesday) the first day of the new year neither House of Congress sat. A large concourse of visitors, as usual, threnged the Mausien of the President of the United States, and tendered him the compliments of the season with the respect due to his station, and were, as on similar occasions, courteously received and entertained.

From the Columbia Telescope, Estra—Decembe PROCLAMATION BY THE GOVERNOR OF SOUTH CAROLINA.

WHEREAS, the President of the United States to nullify certain acts of the Congress of the United States," laying "duties and imposts for the protection of domestic manufactures.

And WHEREAS, the Legislature of South Carolina, now in session, taking into considera-tion the matters contained in the said Proclamation of the President, have adopted a preamble and resolution to the following effect, viz.

proceedings of this State, calling upon the citizens thereof to renounce their primary allegiance, and threatening them with military coercion, unwarranted by the constitution, and ut-terly inconsistent with the existence of a free State: be it therefore

"Resolved, That his Excellency the Govern-

private bills, which were gone through with and re-ported, and the House adjourned. and to be prepared to sustain the dignity and protect the liberty of the State against the arbi-

trary measures proposed by the President."

Now I, ROBERT Y. HAYNE, Governor South Carolina, in obedience to the said Resolution, do hereby issue this my Proclamation, solemnly warning the good people of this State against the dangerous and pernicious doctrine promulgated in the said Proclamation of the President, as calculated to mislead their judgments as to the true character of the government under which they live, and the paramount obligation which they owe to the State, and manifestly intended to seduce them from their allegiance, and by drawing them to the support of the violent and unlawful measures contemplated by the President, to involve them in the guilt of REBELLION. I would earnestly admon-ish them to beware of the specious but false doctrine by which it is now attempted to be shewn that the several States have not retained their entire sovereignty: that " the allegiance of their citizens was transferred in the first instance to the government of the United States": The resolution offered by Mr. Sprague, instructing that "a State cannot be said to be sovereign the Committee on the Post Office to report a bill and independent, whose citizens owe obedience that "a State cannot be said to be sovereign to laws not made by it": that "even under the royal government we had no separate character": that the constitution has created "a national government," which is not a "compact between Sovereign States": "that a State has NO RIGHT TO SECEDE"-in a word, that ours is a national government in which the people of all the States are represented, and by which we are constituted "ONE PROPLE"—and "that our representatives in Congress are all repre-sentatives of the United States, and not of the particular States from which they come,"—doctrines which uproot the very foundation of our political system-annihilate the rights of the State—and utterly destroy the liberties of the citizen.

It requires no reasoning to show what the bare statement of these propositions demonstrates, that such a Government as is here described has not a single feature of a confederated republic. It is in truth an accurate delineation, drawn with a bold hand, of a great con-solidated empire,—"one and indivisible,"—and under whatever specious form, its powers may be masked, it is in fact the worst of all despotiems, in which the spirit of an arbitrary government is suffered to pervade institutions pro-fessing to be free. Such was not the government for which our fathers fought and bled, and offered up their lives and fortunes as a willing sacrifice. Such was not the government, which the great and patriotic men who called the union into being in the plenitude of their wisdoms framed. Such was not the govern-ment which the fathers of the republican faith, led on by the Apostle of American Liberty, pro-mulgated and successfully maintained in 1798, and by which they produced the great political revolution effected at that auspicious era. To a government based on such principles, South hath issued his Proclamation concerning an Carolina has not been a voluntary party, and to "Ordinance of the People of South Carolina, such a government she never will give her assent.

The records of our history do, indeed, afford the prototype of these sentiments, which is to be found in the recorded opinion of those, who, when the Constitution was framed, were in favor of a "firm National Government," in which the States should stand in the same relation to the Union that the colonies did towards the "WHEREAS, the President of the U. States mother country. The Journals of the Conven-has issued his Proclamation, denouncing the tion and the secret history of the debates, will show that this party did propose to secure to the Federal Government an absolute supremacy over the States, by giving them a negative upon their laws, but the same history also teaches us that all these propositions were rejected, and a Federal Government was finally established, recognizing the sovereignty of the States, and Several other resolutions were introduced, on leave, and adopted; among which was one offered by Mr. mation warning the good people of this State ing of all other compacts between "parties Jarvis, that the House adjourn over to Wednesday. sgainst the attempt of the President of the Uni-

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It is the natural and necessary consequence of the principles thus authoritatively announced by the President, as constituting the very basis invention, and upon the former will unfortunateof our political system, that the Federal Goly fall the evils of reducing it to practice." vernment is unlimited and supreme; being the exclusive judge of the extent of its own powers, the laws of Congress sanctioned by the Executive and the Judiciary, whether passed in direct violation of the Constitution and rights of the States, or not, are "the supreme law of the land." Hence it is that the President obviously considers the words, "made in pursuance of the Constitution," as mere surplusage; and therefore when he professes to recite the provision of the Constitution on this subject, he states that our "social compact in express terms declares that the the laws of the United States, its Constitution, and the Treaties made under it, are the supreme law of the land," and speaks throughout of "the explicit supremacy given to the laws of the Union over those of the States"—as if a law of Congress was of itself supreme, while it was necessary to the validity a treaty that it should be made in pursuance of the Constitution. Such, however, is not the provision of the Constitution. That instrument expressly provides that "the Constitution, and laws of the United States which shall be made in pursuance thereof, shall be the supreme law of the land, any thing in the Constitution or laws of any State to the contrary notwithstand-

ing."
Here it will be seen that a law of Congress, as such, can have no validity, unless made " in pursuance of the Constitution." An unconstitutional act is therefore null and void, and the only point that can arise in this case is, whether, to the Federal Government, or any department thereof, has been exclusively reserved the right to decide authoritatively for the States this question of Constitutionality. If this be so, to which of the departments, it may be asked, is this right of final judgment given? If it be to Congress, then is Congress not only ele-vated above the other departments of the Federal Government, but it is put above the Constitution itself. This, however, the President himself has publicly and solemnly denied, claiming and exercising, as is known to all the worldthe right to refuse to execute acts of Congress and solemn treaties, even after they had re-ceived the sanction of every department of the Federal Government.

That the Executive possesses the right of deciding finally and exclusively as to the validity of acts of Congress, will hardly be pretendedand that it belongs to the Judiciary, except so far as may be necessary to the decision of questions which may incidentally come before them, in "cases of law and equity," has been denied by none more strongly than the President himself, who on a memorable occasion refused to acknowledge the binding authority of the Federal Court, and claimed for himself and has exercised the right of enforcing the laws, not according to their judgment, but "his own understanding of them." And yet when it serves the purpose of bringing odium upon South Car-olina, "his native State," the President has no hesitation in regarding the attempt of a State to release herself from the control of the Federal Judiciary, in a matter affecting her sovereign

rights, as a violation of the Constitution.

It is unnecessary to enter into an elaborate examination of the subject. It surely cannot admit of a doubt, that, by the Declaration of Independence, the several Colonies became "free, sovereign, and independent States," and our political history will abundantly show that at every subsequent change in their condition up to the formation of our present Constitution, the States preserved their sovereignty. The discovery of this new feature in our system, that the States exist only as members of the Unionthat before the Declaration of Independence, we were known only as "United Colonies"—and that, even under the articles of confederation, the States were considered as forming "collectively one nation"—without any right of refu-

South Carolina holds the principles now promulgated by the President (as they must always be held by all who claim to be supporters of the rights of the states) " as contradicted by the letter of the constitution—unauthorised by its spirit —inconsistent with every principle on which it was founded—destructive of all the objects for which it was framed"—utterly incompatible with the very existence of the States—and absolutely deral compact be violated, and what remedy the fatal to the rights and liberties of the people. South Carolina has so solemnly and repeatedly expressed to Congress and the World the principles which she believes to constitute the very pillars of the Constitution, that it is deemed unnecessary to do more at this time, than barely to present a summary of those great fundamental truths, which she believes can never be subverted without the inevitable destruction of the liberties of the people and of the union itself. South Car-olina has never claimed (as is asserted by the President) the right of "repealing at pleasure, all the REVENUE LAWS of the Union," much less the right of "repealing the Constitution itself, and laws passed to give it effect which have never BEEN ALLEGED TO BE UNCONSTITUTIONAL." She claims ALLEGED TO BE UNCONSTITUTIONAL." She claims vernment as resulting from the compact, to which only the right to judge of infractions of the Conthe states are parties, as limited by the plain stitutional compact, in violation of the reserved as in the Tariffs of 1828, and 1832, revenue and protection—constitutional and unconstitutional objects, have been so mixed up together, that it is found impossible to draw the line of discrimination,—she has no alternative, but to consider the whole as a system, unconstitutional in its character, and to leave it to those who have "woven the web, to unravel the threads." South Carolina insists, and she appeals to the whole political istory of our country, in support of her position h that the Constitution of the United States is a compact between sovereign States,—that it creates a confederated republic, not having a single feature of nationality in its foundation—that the people of the several States as distinct political communities ratified the Constitution, each State acting for itself, and binding its own citizens, and not those of any other State, the act of ratification declaring it to be binding on the States so rat-ifying—the States are its authors, their power created it—their voice clothed it with authority the government which formed it is compesed of their agents, and the Union of which it is the bond is a Union of states and not individuals—that as regards the foundation and extent of its power, the government of the U. S. is strictly what its name implies-a Federal Government-that the states are as sovereign now as they were prior to the entering into the compact—that the Federal Constitution is a confederation in the nature of a or an alliance by which so many sovereign states agreed to exercise their sovereign powers conjointly, upon certain objects of ex-ternal concern in which they are equally interested, such as war, peace, and commerce, foreign negotiation, and Indian trade; and upon all other subjects of civil government, they were to exercise their sovereignty SEPARATELY.

Exercise their sovereignty SEPARATELY.

For the convenient conjoint exercise of the Sovereignty of the States, there must of necessity be some common agency or functionary. This agency is the Federal Government. It represents the confederated States, and executes their joint will, as expressed in the compact. The powers of this government are wholly derivative. It possesses no more inherent sovereignty than an incorporated town, or any other trent converse holy, if it a political conversion and great corporate body—it is a political corporation, and like all other corporations, it looks for its powers to an exterior source. That source is the States.

South Carolina claims that, by the Declaration of Independence, she became, and has ever since continued, a free, sovereign, and independent State.

That as a Sovereign State she has the inherent power to do all these sate, which by the

rent power to do all those acts, which by the law of nations any prince or potentate may of right do. That like all independent states, she tively ONE NATION"—without any right of refurestraint upon her sovereign will or pleasure,
in the hand writing of Mr. Jefferson, lately published
than those high moral obligations under which

—was reserved to the President and his imme- all princes and states are bound before God and diste predecessor. To the latter "belongs the man, to perform their solemn pledges. The inevitable conclusion from what has been said therefore is, that as in all cases of compact between independent sovereigns, where, from the very nature of things, there can be no common judge or umpire, each sovereign has a right " to judge as well of infractions as of the mode and measure of redress. 'so in the present controversy between state ought to pursue. South Carolina therefore cannot, and will not, yield, to any department of the Federal Government, a right which enters into the essence of all sovereignty, and without which it would become a bauble and a name.

Such are the doctrines which South Carolina has, through her convention, solemnly promul-gated to the world, and by them she will stand or fall. Such were the principles prmoulgated by Virginia in '98, and which then received the sanction of those great men, whose recorded sentiments have come down to us as a light to our feet, and a lamp to our path. It is Virginia, and not South Carolina, who speaks, when it is said that she "views the powers of the Federal Gosense and intention of the instrument constituting rights of the State, and of arresting the progress that compact—as no further valid than they are of usurpation within her own limits, and when, authorized by the grants enumerated in that authorized by the grants enumerated in that compact; and that in case of a deliberate, palpa-ble, and dangerous exercise of other powers, not granted by the said compact, the states who are parties thereto have the right, and are in duty bound, to interpose, for arresting the progress of the evil, and for maintaining within their respective limits the 'authorities, rights, and liberties, appertaining to them.'"

It is Kentucky who declared in '99, speaking in the explicit language of Thomas Jefferson, that "the principles and construction contended for by members of the State Legislatures [the very same now maintained by the President] that the general government is the exclusive judge of the extent of the powers delegated to it, stop nothing short of despotism-since the discretion of those who administer the government, and not the constitution, would be the measure of their powers. That the several states who formed the instrument being sovereign and independent, have the unquestionable right to judge of the in-fraction; and, THAT A NULLIFICATION BY THOSE SOVEREIGNTIES OF ALL UNAUTHORIZED ACTS DONE UNDER COLOUR OF THAT INSTUMENT, IS THE RIGHTFUL REMEDY.

It is the great apostle of American liberty himself who has consecrated these principles, and left them as a legacy to the American people, recorded by his own hand. It is by him that we are instructed—*that to the Constitutional compact, "each state acceded as a state, and is an integral party, its co-states forming as to itself the other party;" that "they alone being parties to the compact, are solely authorized to JUDGE IN THE LAST RESORT of the powers exercised under it, Congress being not a party but a mere creature of the compact;" that "it becomes a sovereign state to submit to undelegated, and consequently unlimited power, in no man or body of men, upon earth; that where powers are assumed which have not been delegated [the very case now before us] a nullification of the act is the rightful remedy; that every state has a natural right, in cases not within the compact [casus non fæderis] to nullify of their own authority all assumption of power by others within their limits; and that without this right they would be under the dominion absolute and unlimited, of whomsoever might exercise the right of judgment for them;" and that in case of acts being passed by Congress "so palpably against the Constitution as to amount to an uudisguised

duty of the states to declare the acts void and of no force, and that 'EACH should take measures of its own' for providing that neither such acts, nor any other of the General Government not plainly and intentionally authorized by the Constitution, shall be exercised within their respective territo-

It is on these great and essential truths, that South Carolina has now acted. Judging for herself as a sovereign State, she has pronounced the Protecting System, in all its branches to be a "gross, deliberate, and palpable violation of the Constitutional compact;" and having exhausted every other means of redress, she has in the exercise of her sovereign rights as one of the parties to that compact, and in the performance of a high and sacred duty, interposed for arresting the evil of usurpation, within her own limits—by declaring these acts to be "null, void, and no law, and taking measures of her own, that they shall not be enforced within her limits."

South Carolina has not "assumed" what could be considered as at all doubtful, when she asserts "that the acts in question, were in reality intended for the protection of manufactures;" that their operation is unequal;" that "the amount recoived by them, is greater than is required by the wants of the government"-and finally, "that the proceeds are to be applied to objects unauthorized by the constitution." These facts are notorious—these objects openly avowed. The President, without instituting any inquisition into motives, has himself discovered, and publicly denounced them; and his officer of finance is even now, devising measures intended as we are told. to correct these acknowledged abuses.

It is a vain and and idle dispute about words to as whether this right of State Interposition may be most properly styled a Constitutional, a sovereign, or a reserved right. In calling this right constitutional, it could never have been intended to claim it as a right granted by or derived from the Constitution, but it is claimed as consistent with its genius, its letter and its spirit; it being not only distinctly understood, at the time of ratifying the Constitution, but expressly pro-vided for, in the instrument itself, that all sovereign rights, not agreed to be exercised conjointly, should be exercised separately by the States. Virginia declared, in reference to the right asserted in the Resolutions of '98, above quotes, even after having fully and accurately re-examined and re-considered those Resolutions, "that she found it to be her indispensal has during to although the total head to the same as founded in truth as ble duty to adhere to the same, as founded in truth, as consonant with the Constitution, and as conducive to its welfare." and Mr. Madison himself asserted then to be perfectly "constitutional and conclusive.

It is wholly immaterial, however, by what nam this right may be called; for if the Constitution be "a the commencement of the present session, and they compact to which the States are parties," if "acts of seem only to be impractical absurdities when asserted Federal Government are no further valid than they are authorized by the grants enumerated in that compact," then we have the authority of Mr. Madihimself for the inevitable conclusion that it is " plain principle, illustrated by cummon practice, and essential to the nature of compacts, that when resort can be had to no tribunal superior to the authority of the parties, the parties themselves must be the right the parties, the parties tremserves must be the right ful judge in the last resort, whether the bargain made has been pursued or violated." The Constitution, continues Mr. Madison, "was formed by the sanction of the States, given by each in its sovereign capacity; the States then being parties to the Constitutions. compact, and in their sovereign capacity, it follows of necessity that there can be no tribunal above their authority, to decide, in the last resort, whether the ly, that, as the parties to it, they must themselves de compact made by them be violated : and, consequent e, in the last resort, such questions as may be of sufficient magnitude to require their interposition.

If this right does not exist in the several States then it is clear that the discretion of Congress, and not the Constitution, would be the measure of their powers, and this says Mr. Jefferson, would amount to the "seizing the rights of the States and consolidating them in the hands of the General Government. with a power assumed to bind the States not only in cases made federal, but in all cases whatsoever which would be to surrender the form of governmen re have chosen, to live under one deriving its power from its own will.

We hold it to be impossible to resist the argumen that the several States as sovereign parties to the com-

declaration, that the compact is not meant to be the measure of the powers of the General Government, but that it will proceed to exercise over the states all powers whatsoever, it would be the powers whatsoever, it would be t DATED GOVERNMENT "without limitation of powers."

—a submission to which Mr. Jefferson has solemnly pronounced to be a greater evil than disunion itself. If, to borrow the language of Madison's report, "the deliberate exercise of dangerous powers palpably withheld by the Constitution, could not justify the parties to it, in interposing even so far as to arrest the progress of the evil, and thereby to PRESERVE the CONSTITUTION ITSELF, as well as to provide for the safety of the parties, there would be an end to all relief from usurped power, and a direct subversion of the rights specified or recognised under all the State Constitutions, as well as a plain denial of the fundamental principle on which our independence itself was declared."

The only plausible objection that can be urged against this right, so indispensable to the safety of the States, is, that it may be abused. But this danger is believed to be altogether imaginary. So long as our Union is felt as a blessing—and this will be just so long as the Federal Government shall confine its operation within the acknowledged limits of the Charter there will be no temptation for any State to interfere with the harmonious operation of the system. There will exist the strongest motives to induce forbearance, and none to prompt to aggression on either side, so soon as it shall come to be universally felt and acknow ledged that the States lo not stand to the Union in relation of degraded and dependant colonies, but that our bond of union is formed by mutual sympathies and common interests. The true answer to this ob jection has been given by Mr. Madison, when he

he says—
"It does not follow, however, that because the States, as sovereign parties to the constitutional compact, must ultimately decide whether it has been vio-lated, that such a decision ought to be interposed either in a hasty manner, or on doubtful and inferior occasions Even in the case of ordinary conventions between different nations, it is always laid down that the breach must be both wilful and material to justify an application of the rule. But in the case of an intimate and constitutional union, like that of the Uni ted States, it is evident that the interposition of the parties, in their sovereign capacity, can be called for by occasions only, deeply and essentially affecting the vital principles of their political system."

Experience demonstrates that the danger is not that

a state will resort to her sovereign rights too frequent-ly, or on light and trivial occasions, but that she may shrink from asserting them as often as may be

It is maintained by South Carolina that according to the true spirit of the Constitution it becomes Congress in all emergencies like the present, either to remove the error by legislation, or to solicit of the states the call of a Convention; and that on a failure to ob-tain by the consent of three-fourths of all the States an amendment giving the disputed power, it must be regarded as never having been intended to be given. These principles have been distinctly recognised by the President himself in his message to Congress at by South Carolina, or made applicable to her existing controversy with the Federal Government.

But it seems that South Carolina receives from

the President no credit for her sincerity, when it is declared through her Chief Magistrate, that "she sin cerely and anxiously seeks and desires" the submis sion of her grievances to a Convention of all the States. "The only alternative (says the President) which she presents, is the repeal of all the acts for raising revenue; leaving the Government without the means of support, or an acquiescence in the dissolution of our Union." South Carolina has presented no such alternatives. If the President had read the documents which the Convention caused to be forwarded to him for the express purpose of making known her wishes and her views, he would have found, that South Carolina asks no more than that the Tariff should be reduced to the revenue standard; and has distinctly expressed her willingness that "an amount of duties substantially uniform, should be levied upon protected, as well as unprotected articles; sufficient to raise the revenue necessary to meet the demands of the government, for constitutional purposes." He would have found in the Exposition put forth by the Convention itself a a distinct appeal to our sister States, for the call of a Convention; and the expression of an entire wil-lingness on the part of South Carolina, to submit the controversy to that tribunal. Even at the very mons, and their late highly respected Chief Magistrate,

It does not become the dignity of a Sovereign State, to notice in the spirit which might be sensidered as belonging to the occasion, the unwar-rantable imputations in which the President has thought preper to indulge, in relation to South Ca. roling, the preceedings of her citizens, and constituted authorities. He has noticed, only to give it countenance, that miserable slander which imputes the noble stand that our People have taken in de-fence of their Rights and Liberties, to a faction in. stigated by the efforts of a few ambitious leaders who have got up an excitement for their own persenal aggrandizement! The motives and characters of thoses who have been subjected to these un-The motives and characfounded imputations are beyond the reach of the President of the United States. The sacrifices they have made, and difficulties and trials through which they may have yet to pass, will leave no doubt as to the disinterested motives and noble impulses of patriotism and honor by which they are actuated. Could they have been induced to separate their own personal interests from those of the Paople of South Carolina, and have consented to abandon t eir daty to the State, no one knows better than the President himself, that they might have been honored with the highest manifestations of public nonored with the highest mannestations of public regard, and, perhaps, instead of being the objects of vituperation, might even now have been basking in the sunshine of Executive favor. This topic is alluded to, merely for the purpose of guarding the People of our sister States against the fatal delusion that South Carolina has assumed her present position under the influence of a temporary excite. ment; and to warn them that it has been the result of the slow but steady progress of public opinion for the last ten years: that it is the act of the People themselves, taken in conformity with the spirit of resolutions repeatedly adopted in their primary assemblies, and the solemn determination of the Legislature, publicly announced more than two years ago. Let them not so far docsive themselves on this subject, as to persevere in a course which must in the end inevitably produce a dissolution of the Union, under the vain expectation that the great body of the People of South Carolina, listening to the councils of the President, will acknowledge their error or retrace their steps; and still less that they will be driven from the vindication of their rights, by the intimation of the danger of domestic discord, and threats of lawless violence! The brave men who have thrown themselves into the breach. in defence of the Rights and Liberties of their Country, are not to be driven from their holy pur-pose by such means. Even unmerited obloquy, and death itself, have no terrors for him who feels and knows that he is engaged in the performance of a sacred duty. The People of South Carolina are sacred duty. The People of South Carolina are well aware, that, however passion and prejudice may obtain for a season the mastery of the public mind, reason and justice must sooner or later re-assert their empire; and that whatever may be the event of this contest, posterity will do justice to their motives, and to the spotless purity, and devo-ted patriotism, with which they have entered into an arduous and most unequal conflict, and the unfaltering courage with which, by the blessing of Heaven, they will maintain it.

The whole argument, so far as it is designed at this time to enter into it, is now disposed of; and it is necessary to advert to some passages in the Pro-clamation which cannot be passed over in silence. The President distinctly intimates that it is his determination to exert the right of putting down the opposition of South Carolina to the Tariff, by force Arms. He believes himself invested with power to do this under the provision of the Constitution which directs him "to take care that the laws be faithfully executed" Now if by this it was only meant to be asserted that under the laws of Congress now of force, the President would feel himself bound to aid the civil tribunals in the manner therein prescribed, supposing such laws to be constitusortional, no just exception could be taken to this assertion of Executive duty. But if, as is manifestly intended, the President sets up the claim to judge for himself in what manner the laws are to be enforced, and feels himself at liberty to call forth the militia, and even the military and naval forces of the Union, against the State of South Carolina, her constituted authorities and citizens, then it is clear ment when he was indulging these unjust and injust that he assumes a power not only not conferred on rious imputations upon the People of South Carolisthe Executive by the Constitution, but which belongs to no despot upon earth exercising a less un-

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sias : an authority, which, if submitted to, would at ence reduce the free people of these United States to a state of the most abject and degraded slavery. But the President has no power whatscover to exe-cute the Laws except in the mode and manner proscribed by the Laws themselves. On looking into Laws it will be seen that he has no shadow or semblance of authority to execute any of the threats which he has thrown out against the good people of South Carolina. The Act of 28 February, 1795, gives the President authority to call forth the Miligives the resident authority to call forth the Mili-tia in case of invasion "by a foreign nation or In-dian Tribe." By the 2nd section of that Act, it is provided that "whenever the Laws of the United States shall be opposed, or the execution thereof obstructed in any State, by combinations too powerful to be suppressed by the ordinary course of judici al proceedings, or by the powers vested in the mar-shale by this Act, it shall be lawful for the President of the United States to call forth the Military of such State, or of any other State or States, as may be necessary to suppress such combinations, and to cause the Laws to be duly executed."

The words here used, though they might br supposed to be very comprehensive in their import, are restrained by those which follow. By the next section it is declared that " whenever it may be necessary in the judgment of the President to use the Military force hereby directed to be called forth, the President shall forthwith, by Proclamation COMMAND SUCH INSURGENTS TO DISPERSE and retire peaceably to their respective abodes within a limited time."— On reading these two sections together, it is mani fest that they relate entirely to combinations of indi viduals acting of themselves without any lawfin authority. The constituted authorities acting under the laws of the State, and its citizens yielding obe dience te its commands, cannot possibly be censidered as a mere mob forming combinations against the authority and laws of the Union, to be dispersed by an Executive Proclamation, and any attempt se to treat them would be a gross and palpable viola-tion of the sovereign authority of the State, and an offence punishable criminally in her own Courts .-Whether the late Proclamation of the President was intended as a compliance with the provisions of this act, does not very clearly appear. But if so, it can only be considered as directed against the State, since the Laws of the United States have certainly not been forcibly obstructed by combinations of any sort, and it is certainly worthy of observation that the command extended to the people is not that they should disperse but that they should re-assemble in Convention and repeal the obnoxious Ordinance.

The power of the President, so far as this subject is embraced, in relation to the Army and Navy, is exactly so extensive with that over the militia. the 1st section of Act of 3d March, 1807, it is expressly provided, that is all cases of "obstruction to the laws of the U.S. or of any individual State. where it is lawful for the President to call forth the Militia for the purpose of causing the laws to be duly executed, it shall be lawful for him to employ for the same, such part of the land or naval force of the U. States as may be necessary, having first observed all the pre-requisites of the law in that respect." Here then it is seen, that unless the President is resolved to disregard all constitutional obligations, and to trample the laws of his country under his feet, he has no authority whatever to use force against the State of South Carolina, and should be attempt to d so, the patriotic citizens of this State know too well their own rights, and have too sacred a regard to their duties, to hesitate one moment in repelling invasion, come from what quarter it may. Could they be deterred by the threats of lawless violence. er any apprehension of consequences, from the faithful performance of their duty, they would feel that they were the unworthy descendants of the "Pinck--neys, Sumters, and Rutledges, and a thousand other mes which adorn the pages of our revolutionary history," some of whom have just gone from among us, and been gathered to their fathers, leaving as a legacy their solemn injunction, that we should never abanden this contest until we shall have obtained "a fresh understanding of the bargain," and restored the liberties for which they fought and bled. Others still linger among us, animating us by their exam-ple, and exhorting us to maintain that "solemn Or-dinance and Declaration" which they have subscribed with their own names, and in support of which they have "pledged their lives, their fortunes, and their sacred honer."

The annals which record the struggles of freedom, show us that Rulers in every age and every countries them not "forge the chains the stry jealous of their power, have resorted to the very their liberties are to be manacled."

limited authority than the Autocrat of all the Rus- || same means to extinguish in the bosom of man that || and to crush the spirit of the people, consists in the skillful employement of promises and threats, in al-ternate efforts to encourage their hopes and excite their fears—to show that existing evils are exaggerated, the danger of resistance great—and the difficul-ties in the way of success insuperable : and finally to sow dissension among the people by creating jealousies and exciting a distrust of those whose sels and example may be supposed to have an important bearing on the success of their cause.

These, with animated appeals to the loyalty of the people, and an imposing array of military force, constitute the means by which the people have in every age been reduced to slavery. When we turn to the pages of our own history, we find that such were the measures resorted to at the commencement of our own glorious revelution, to keep our fathers in subjection to Great Britain; and such are the means now used to induce the people of Carolina to "retrace their steps," and to remain forever degraded colonists, governed not in reference to their own interests but the interests of others. Our Fathers were told, as we now are, that their grievances were in a great measure imaginary. They were promised, as we have been, that those grievances should be redressed. They were told, as we now are, that the people were misled by a few designing men, whose object was a dissolution of the Union, and their own self aggrandisement—They were told, as we now are, of the Danger that would be incurred by disobedience to the Laws. The power and resources of the Mother Country were then, as now, ostentatiously displayed in insulting contrast with the scattered population and feeble resources on which we could alone rely. And the punishment due to Treason and Rebellion were held out as the certain fate of all who should disregard the paternal efforts of their Royal Master to bring back his erring children to the arms of their indulgent Mother. They were commanded, as we have been, to "retrace their steps." But though divided among themselves to a greater extent than we are now, without an organized Government, and destitute of arms and resources of every description, they bid defiance to the tyrant's power, and refused obedience to his commands.

They incurred the legal guilt of rebellion, and braved the dangers, both of the scaffold and the field, in opposition to the colossal power of their acknowledged sovereign, rather than submit to the imposi-tion of taxes light and inconsiderable in themselves, but imposed without their consent for the benefit of others. And what is our present condition? h: ve an organized Government, and a population three times as great as that which existed in '76. We are maintaining not only the rights and liber ties of the people, but the sovereignty of our own State, against whose authority rebellion may be com mitted, but in obedience to whose commands no man can commit treason. We are struggling against unconstitutional and oppressive taxation imposed upon us, not only without our consent, but in defiance of our repeated remonstrances and solemn protests. In such a quarrel our duty to our country. ourselves, and our posterity, is too plain to be mistaken. We will stand upon the soil of Carolina and maintain the severeign authority of the State, or be buried beneath its ruins. As unhappy Poland fell before the power of the Autocrat, so may Carolina be crushed by the power of her enemies—but Poland was not surrounded by free and independent States, interested, like herself, in preventing the establishment of the very tyranny which they are called upon to impose upon a sister State. If in spite of our common kindred, and common interests, the glorious recollections of the past, and the proud hopes of the future. South Carolina should be coldly abandoned to her fate, and reduced to subjection, by an unholy combination among her sister States-which is believed to be utterly impossible—and the doctrines promulgated by the President are to become the foundations of a new system comented by the blood of our citizens, it matters not what may be our Under such a government, as there could be no liberty, so there could be no security either for our persons or our property.

But there is one consolation, of which in the pro vidence of God no people can be deprived without their own consent. The proud consciousness of having done their duty. If our country must be enslaved, let her not be dishonored by her own sons! enslaved, let her not be dishonored by nor own some.

Let them not "forge the chaine themselves by which By the Governor,

Samuel Hammond, Secretary of State.

The President has intimated in his Preslamation moble instinct of Liberty which prompts him to resist oppression. The system by which Tyrants in every age have attempted to obliterate this sentiment her true position shall be clearly understood both at home, and abroad. Her object is not "disunion" -she has raised no "standing Army," and if driven to repel invasion or resist aggression, she will do so by the strong arms and stout hearts of her citizens-South Carolina has solemnly proclaimed her purpose; that purpose is the vindication of her rights. She has professed a sincere attachment to the U.
nion; and that to the utmost of her power she will
endeavor to preserve it, "but believes that for this
end, it is her duty to watch over and oppose any infraction of those principles which constitute the only basis of that union, because a faithful observance of them can alone secure its existence; that she ven-crates the constitution and will protect and defend it 'against every aggression either foreign or domes-tie,' but above all, that she estimates as beyond all price her LIBERTY, which she is unalterably determined never to surrender while she has the power to maintain it."

The President denies in the most positive terms the right of a State under any circumstances to secede from the Union, and puts this denial on the ground "that from the time the States parted with so many powers as to constitute jointly with the other States a single nation, they cannot from that period possess any right to secode." What then remains of those "rights of the States" for which the President professes so "high a reverence,"—in what do they consist? And by what tenure are they held? The uncontrolled will of the federal government. Like any other petty corporation, the States may exert such powers and such only as may be per-mitted by their superiors. When they step beyond these limits, even a federal officer will set at nought their decrees, repeal their solemn ordinances,claim their citizens to be Trairons, and reduce them to subjection by military force; and if driven to desperation, they should seek a refuge in secession, they are to be told that they have bound themselves to those who have perpetrated or permitted these enormities, in the iron bonds of a "PERPETUAL " PERPETUAL Union."

If these principles could be established, then indeed would the days of our liberty be numbered, and the republic will have found a Master. If South Carolina had not already taken her stand against the usurpation of the federal government, here would have been an occasion, when she must have felt herself impelled by every impulse of patriotism, and every sentiment of duty, to stand forth, in open defiance of the arbitrary decrees of the Executive. When a sovereign State is denounced, the allegiance of her citizens denied, and she is threatened with military power to reduce her to obedience to the will of one of the functionaries of the federal government, by whom she is commanded to "tear from her archives" her most solemn decrees—surely the time has some when it must be seen whether the people of the several States have indeed lost the spirit of the revolution, and whother they are to become the willing instruments of an unhallowed despotism.-In such a sacred cause South Carolina will feel that she is striking not for her own, but the liberties of the Union and the RIGHTS OF MAN, and she confident-ly trusts that the issue of this contest will be an example to freemen and a lesson to rulers throughout the world.

FELLOW CITIZENS-In the name and behalf of the State of South Carolina, I do once more solemnly warn you against all attempts to seduce you from your primary allegiance to the State,—I charge you to be faithful to your duty as citizens of South Carolina, and earnestly exhort you to disregard those "vain menaces" of military force, which, if the President, in violation of all his constitutional obligations, and of your most sacred rights, should be tempted to employ, it would become your solemn duty at all hazards to resist. I require you to be ful-ly prepared, to sustain the dignity and protect the erties of the State, if need be, with your " lives and fortunes." And may that great and good Brine, who, "as a father careth for his ekildren," inspire US With that HOLY ZEAL IN A GOOD CAUSE, which is the BEST SAPEGUARD OF OUR RIGHTS AND LIBERTIES.

In testimony whereof, I have caused the seal of the State to be hereunto affixed, and [L. S.] have signed the same with my hand.

Done at Columbia, this 20th day of De.

comber, in the year of our Lord 1832, and of the Independence of the United States the fifty-seventh. ROBERT Y. HAYNE.

POSTSCRIPT.

LATE AND IMPORTANT FROM EUROPE. Sprech of the French King—Attempt to ass SINATE HIM-ANTWERP SUMMONED BY THE FRENCH ARMY, &c. &c .- Our papers are just received by the packet of 24th. We have not time for many extracts or any comments. Perhaps the following view from the London Times of 23d embraces the substance of

The accounts received yesterday from Holland to Tuesday last, taken in connexion with those from Antwerp of the same date, afford us melancholy assurance that the Dutch Government has resolved upon warlike resistance, and that as the French army was ready to commence operations, almost immediate bloodshed has become inevitable. The "order of the day" of Gen. Chasse to the garrason he commands, dated the 17th, the "Order of the Day" of the commandant of Breda on the 18th, and the decree of King William, dated the 19th, for calling out the 2d and 3d bans of the ackuttery (sedentary National Guards or militia), establish beyond a doubt that the Government of Holland has thrown down the gauntlet to France and England, and means to tempt the favors of victory against these powerful nations. The last measure, in particular, if it is not solely in-tended to excite the national enthusiasm, and to act on foreign Powers by a display of force or national unanimity, would seem to indicate that King Wil-liam is preparing himself against an invasion of his dominions, and as that cannot take place (according to the principles on which the Allies are acting) without being provoked by an aggression of his own people upon Belgium, that the Dutch army intends to pass the Belgic frontiers. For it is obvious that men who have never before been under arms, and who have never-before received any sort of military discipline, hewever they may "be formed into bat-talions," can only be called ferth to defend their homes in the absence, or in aid of, the regular

The address of Gen. Chases to his troops is such as might have been expected from a gallant officer commanded by his Sovereign to preserve his position, and to fight to the last, without any reference to the nature of the contest or the chances of success. He holds out no prospect of ultimate victory, but ex-pects from his companions in arms a resolute pure, like his own, to maintain their honor, and to

display their courage, even in defeat.

The order of the day, addressed to the garrison Breda, resembling se much the addresses made to the troops during the last twelve months by the King and the Prince of Orage, and commemorating the invasion of Belgium in August, 1831, would not be of the slightest interest by itself, or detached from the other hostile declarations with which it is connected. But the resistance of the garrison of Antwerp, and the decree for organizing another great portion of the population as a defensive force, are facts of great importance, as indicating an entire system of warlike policy.

Respecting the attempt to assessinate the King, the latest accounts iusinuate that it was an accident or a police invention.

We are still left, says the Liverpool Journal of the 24th inst., in suspense respecting the probable issue of the present demonstrations against Holland. The plot however begins to thicken, and a few hours will disclose the policy of the European courts, or bring intelligence of the reluctant submission of his Dutch Ma-

On Tuesday the French Army crossed the Belgian frontier, and by the latest accounts they were concentrating within a league of Antwerp. Upwards of 30,000 men had halted there, the two eldest sons of Louis Philip being with them, the Duke of Orleans at the head of his brigade, and the Duke of Nemours at the head of the 1st Lancers. The remainder of the forces was hourly expected, and the whole when assembled, would present a grand milita-ry display of about 60,000 infantry and 16,000

The correspondent of the Morning Herald, who appears to accompany or follow close on PARIS, Nov. 20.—The following are further detion of Marshal Gerard to summon the citadel before Tuesday next, the 27th; but the Antwerp correspondent of the Times asserts, that

this ceremony will be gone through this day, (Saturday). Some accounts state that the Duke of Orleans had summoned General Chasse to surrender, and that, on his positive refusal, the prince demanded to know whether it was his intention to consider the city neutral ground. To this interrogation he is said to have returned an answer in the affirmative; but had it been otherwise, the French were to have taken possession of Antwerp in the name of France and England.

The Belgian forces were then to co-operate with them; but, in the event of the city being exempted from bombardment, the Belgians were to remain inactive, and the French were to assault the citadel from their trenches. This report, it has been observed, cannot be true; for it is not the military custom to summon a place before the General summoning is in a situation to strengthen his demand by the presence of his army. Up to the last moment, therefore, nothing positive had been done beyond the concentration of the French army in the immedi-ate vicinity of Antwerp. The Times, as if fcom authority. assures us that General Chasse will not fire upon the city.

From the Berlin Stauts Gazette, Nov. 10.
DECLARATION OF PRUSSIA.—The Courts of London and Paris have found it suitable to their interests to carry into effect the treaty of 15th November, last year, with respect to the division of territory stipulated in it between Holland and Belgium, by the decla-ration addressed to both governments, that each of those governments is to evacuate by the 12th instant, the places and portions of territory, which according to that treaty, are to remain in their possession, and that, in case of refusal, a compliance with this demand shall be obtained from the King of the Netherlands by military measure

His Majesty the King, conformably to the declara-tions which he has made on every occasion, and in concert with Austria and Russia, has caused notice to be given to the governments of England and France, that he must refuse to these coercive measures not only all kind of co-operation, but also his assent, and that, on the contrary, he has resolved to place a corps of observation on the Maese, in order to be ready, on the entrance of a French army into Belgium, to avert the eventual consequences which the intended military operations might have with respect to the tranquility of Germany, and of his Majesty's dominions, and

to the general peace.

His Majesty has accordingly issued the necessary orders to the corps of the army stationed in the Rhenish provinces and Westphalia, and the said corps of observation will be immediately pos ed in the manner

We last night received by express from Falmouth letters from our correspondent at Oporto, brought by the Liverpool steamer, which left that city on the 16th inst. The letters of our correspondent are da-16th inst. The letters of our corresponder ted the 11th, 12th, 14th and 16th instant. Though they record no great event, they are full of interest-ing details. The chief points to which we would invite the attention of the reader (not having room invite the attention of the reader (not having room for comment) is the change in the command-in-chief of the army, the Emperor himself having replaced by the troops of Don Miguel to British ships of war,—the curious progress of Don Miguel through the country, along with his sister as a hostage; the spirited affair which took place on the 14th inst.; the resignation of Colonel Hodges, and the changes in the other appointments of the army. Gount Villa Flor is created Duke of Terceira, to console him by a title for the loss of the chief command of the army. The change may be judicious, for the reasons stated by our correspondent, tho' we do not see that the army suffers much by the absence of Saldanha. The English public, who may be entertained with the cavalcade of Don Miguel, should know that the poor Princess rides in a litter or sedanchair, because in the blessed country of Don Miguel there are ne roads by which she could be conveyed in a carriage without the danger of jolting her to death, or overturn. out the danger of jolting her to death, or overturning in a ditch. We are sorry at the resignation of Colonel Hodges, who has returned by the steamer which brought our letters. The army of the Em-peror, which at first had received a compensation in the arrival of Sir John Doyle, has been also deprived of the services of that gallant officer.—[Times, 23d.]

shouted the loudest acclamations, the spectators z marked a man, ill dressed, aged about thirty, of middle size, who waved his hat with his right hand. At the moment the King arrived opposite this individ-ual, the latter drew from his pocket a pistol, and presenting it at his Majesty with his left hand, con-tinued to wave his hat with his right.

"A young woman near him, observing his move-ments, seized hold of his right arm, and thus chang-the direction of the shot. The assessin disappeared immedialely amongst groups composed of ill-dressed immedialely amongst groups composed of ill-dressed persons, who appeared disposed to protect him. In his flight he threw down the pistol which he had fired, and a second pistol which was loaded. The detonation was very loud. The ball grazed the hat of M. Gabriel Delessert, Aide-Major-General of the National Guards, who formed part of the processions. sion. A movement of alarm was manifested among his Majesty's suite.

"The young woman who seized the arm of the assassin, is named Mademoiselle Boury. She is the daughter of a pest-master in the environs of Dunkirk. On being escorted to the house of the Com-missary of Police of the chateau, where she made her declaration, she experienced a violent nervous attack. On the return of the King she was visited by their Majesties and Madame Adelaide, who paid her every attention.

"Disclosures made to the authorities have been the means of tracing the assassin, and a conspiracy, of which he was to be the instrument. At the hour at which we are writing (midnight) the Minister of the Interior and the Procureur General are at the

house of the Prefect of the Police."

DEATHS.

Suddenly, at West Point, on Monday evening, 24th unlimo, THOMAS GIMBREDE, Instructor of Drawing in the Milliary Academy. West Point, agod 51.

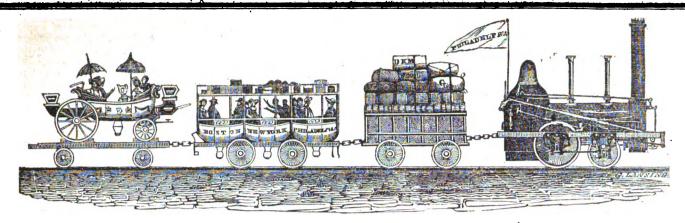
That "we know not what a day or an hour may bring faith," as never more fully exemplified than in the sudden death of this lamented individual. Mr. Gimbrede was born in November, 1781, in the city of Agen, in the south of France. When abour 2t he left his native country for the West Indies, where he remained only a few months, having been unfortunate in the loss of his entire property. Misfortune in one clime did not, however, deter him from making use of the means with which nature and education had liberally endowed him, to support himself in another. Accordingly he landed at New York about 1802, and sought to maintain himself by private painting. This he practiced for several years, but without success equal to his expectations, and therefore abandoned it for the employment of another of his versatile talents—engraving—wherein he was more successful. His reputation as an artist about this time attracted the attention of the War Department, and he was appointed in 1919 to fill the station in the Military Academy which he so ably sustained until the period of his death. Under his care this department in the Military Academy, but still longer will his kind and gentlemanly intercourse with his pupils he cherished and remembered by the Cadets and officers of the Army. No one knew better than he, how to obviate the difficulties and make attractive the department of learning entrusted to his charge; and it may truly be said of him, that in every respect he fulfilled the dutles of his station.

But it is in the relation of husband and parent, that the loss of his representative which mourns the sudden transition from life to death—from time to exernity—of their best and deserted of him and the sunctive of the special of him, that in every respect he fulfilled the dutles of his station.—Communicated,

On Monay morning, Dec. 20, Major Charles B. Tallimadge, Paymastor U. S. Army

Suddenly, in Albany, on Saturday morning, 29th ait. Pru-dence M., wife of John F. Bacon, in the 49th year of her age.

The engravings alone for the Journal the ensuing year, even upon wood—to correspond with this number—will cost us \$500.-Will our subscribers then hesitate to remit, in advance, and free of postage, the small sum of three dollars? We pledge them the Journal "Amongst the persons who, on seeing the King, shall be worth more than double the money.



AMERICAN RAILROAD JOURNAL, **OF** INTERNAL AND **ADVOCATE**

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

D. K. MINOR, EDITOR.1

SATURDAY, JANUARY 12, 1833.

[VOLUME II.-No. 2.

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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, JANUARY 12, 1833.

We have been disappointed in getting our engraving of the Steam Fire Engine, promised in our last. It will be given in the next number.

In this number will be found a representation of Mason's Patent for Locking Carriage Wheels for descending steep hills.

MAP OF ANTWERP .- The map and description of the Seat of War in Holland, published in the Journal of to-day, will be found of much interest. A few typographical errors have occurred in the names of places, in the haste with which the engraving was made. The engraving in by Mr. G. Lansing, of this city, who executes wood engravings in a very handsome manner. It is due him, however, in this case, to say, that he was not allowed sufficient time to finish it-not even to take a proof before it went to press.

The following remarks upon the Petersburg, Va. Railroad were designed to accompany the were deferred for want of room. They are now, however, none the less appropriate.

PETERSBURG, VA. RAILROAD .- We find in the Petersburg Intelligencer of the 18th ult. a retion and prospects of the above named work.

The rapidity and quietness with which this link in that grand chain of Railroad which

work has been prosecuted to its present state|| will eventually pass through the Atlantic States, of forwardness is certainly high commendation from Maine to Lousiana, and serve, in proporof those who have had the management of its tion to its facilities of communication, as a construction. No other work, we believe, in this country, of the same extent, has been more rapidly brought into use, and there are few others which will exert an equal influence upon the prosperity of that section of country they are designed to benefit. That part of Virginia, south and west of Petersburg, is susceptible of being made highly productive and profitable to the agriculturist who will do it justice; and increased facilities of communication and transportation will go far towards producing that very desirable object. The counties bordering on, and in the vicinity of the Roanoke, Charlotte, Mecklenburg, Halifax, and Pyttsylvania, are among the most wealthy and productive in the state; yet under present management and and we doubt not, properly appreciated. Other present means of getting to market, their resources are by no means developed nor appreciated; nor indeed, will they be, until the inhabitants learn from actual observation, within the limits of "the Old Dominion," the immense value of judicious internal improvements. It will not do for them to see those improvements in other States. They must see them at home; and their wonderful effects upon their own prosperity, to appreciate them fully-and no work yet undertaken in Virginia will probably do as much to produce this desirable effect as the Petersburg and Roanoke Railroad. It will show them that their own interest lies in the construction of other works of a similar character ; and it will also show them, we believe, that they would be the gainers by selling even one-half of their plantations to enterprising agriculturists, investing the proceeds in works of internal improvement, and then put their "force" upon and give their attention to the remaining half, which would thereby be improved and made Report which was published in our last, but more productive and more valuable than the whole now is. This road, when completed and brought into use will serve as a model; and wc have been informed that it is one worthy of imitation for others, not only in Virginia, but also port made by MONCURE ROBINSON, Esq. En- in the Southern States generally. It will also gineer, to the 2d Auditor, of the present condi-afford great facilities for the transportation of the United States Mail. It is another important in our own country.

bond of union to the States. To the town of Petersburg its advantages must be immense. It will not only greatly increase the amount of trade from that section, which naturally finds an outlet through Petersburg, but it will also divert a large portion of trade which now flows down the Roanoke, and has, at any rate, to undergo a trans-shipment to other craft, at or near the point where the Railroad intersects the river, and may therefore as easily go into railroad cars as steam or other boats. Indeed, it would probably sooner by this route reach its destination, than to continue down the river and through the Dismal Swamp Canal, or Albemarle Sound. Its influence will soon be felt, works of a similar nature will naturally follow; the drooping spirits of the proprietors of the soil will again be revived, and the "Old Dominion" will once more assume a prosperous and flourishing station amongst her sister Statesand eventually become, what, with her superior resources, she ought always to have been, one of the most productive and flourishing States in the Union. We most cordially wish all those interested in this road ample returns for their investment and labors; they will certainly be entitled to the gratitude and support of the inhabitants of a large section of country, for their enterprise and perseverance in projecting and thus rapidly bringing the work into use.

CUMBERLAND, OR GREAT NATIONAL ROAD .-We have been politely favored by an esteemed friend, with the following report of C. W. WEVER, Esq. to the Secretary of War, in 1828. It will not, however, be the less interesting to those who are desirous to obtain information upon the subject of McAdamizing roads, for having been made in 1828. Like other reports from the same source, it is conspicuous for its minute detail, and business-like character-and it will therefore be the more serviceable to those who are now seeking information upon the subject, especially as it shows what has been done CUMBERLAND ROAD.

BALTIMORE, Nov. 18, 1828.
To Col. Charles Gratiot, Chief Engineer U. S.
Sir: In obedience to the regulations the Engineer Department, I have the honor to report upon the progress made in the con-struction of the United States' road in the State

of Ohio, under my superintendency.

The work was commenced on the 4th day of poles of the road, together with the requisite masonry, were put under contract, which were entirely completed in the year 1827. The road has a cover of metal, of nine inches in thickness, composed of stone reduced to particles not exceeding four ounces in weight, and applied in three successive strata of three inches each. The first stratum was compacted with a heavy roller. Upon the second stratum the travel was admitted and continued until the stone were sufficiently consolidated for the reception of the third layer. The cover on this part of the line of road has become entirely compact, impervious to water, very smooth and elastic, with the exception of a few short pieces. To the most sceptical, a clear and most satisfactory demonstration is afforded, by this portion of the road, of the decided superiority of the McAdam system of constructing roads over any and all other systems which have been used in this country. On this part of the road, have been built by separate contract, thirty-five thousand two hundred and fifty three perches of masonry, of 24.75 cubical feet to the perch, and no allowance of extra measurement for arches, pier heads, &c. exclusive of about fifteen hundred perches built by the road contractors; making the whole quantity about 36,753 perches.

The average cost of the graduation, and cover of metal, of six inches in thickness, of this part of the road, has been, per pole, \$10,963;

per mile, \$3,509 72\.

The average cost of the third stratum of metal, of three inches in thickness, has been, per pole, \$3,6640 : per mile, \$1,172 671.

The average cost of the road, with a cover of nine inches, has been, per pole, \$14,63\frac{1}{2}: per

mile, \$4,682 40.

The average cost of the masonry of every description has been, per pole, \$6,183; per mile, \$1,980.

The average cost of the road, with a cover

of nine inches, masonry included, has been, per pole, \$20,82; per mile, \$6,662 40.

The contingent expenditures on the whole line amounted, up to the period of the comple-\$13,596 143; and three fourths of this sum of ing assumed as applicable to this part of the road, it results that the contingent expenditures have been, per pole, \$1,11 3 per mile, \$356,76, or about 5 per centum.

The total average cost of this part of the road, with a cover of metal of nine inches in thickness, masonry and all contingencies, inclusive, has been, per pole, \$21,93 de; per mile,

The average cost of the masonry, in bridges over twelve feet chord, has been per perch,

The average cost of masonry, in bridges of and under 12 feet chord, has been per perch,

\$1,40.

The average cost of masonry in gothic and detached walls, has been per perch 80 cents.

The average cost of masonry of every de-

scription, has been per perch \$1,60. On the 11th of September, 1826, a further distance of 23 miles 266, a poles, excepting 32 766 poles, with the necessary masonry, were let. This distance has also been finished in the same manner with that just described.

by the overflowings of that stream. As the appropriation of 1826 was inadequate to bridge Wills' creek, and extend the road to the western side of the bottoms of Crooked creek, it was considered more advisable to leave undone July, 1825. In that year, 23 miles and 157 reliator a season, the necessary works at Wills' poles of the road, together with the requisite creek and extend the road. This short portion of the road, and the contemplated bridge thereon, were put under contract early last Spring; and would, no doubt, have been completed by this time, but for the unavoidable delay occasioned by the almost incessant wet weather of the Spring and Fall months, and the consequent high waters

The bridge will be composed of stone abutments, supporting an arch of wood, constructed in the best possible style of bridge architecture, of one hundred and fifty feet chord. Mr. Joseph P. Shannon, the son-in-law of the justly celebrated and extensively known bridge builder, Mr. Lewis Wernwag, is the under-

Mr. Shannon received his instructions in the art of bridge building from Mr. Wernwag, and at this time avails himself of the full benefit of his counsel and experience. No fears, there-On this part fore, can be entertained of the fidelity and permanence of the work. The bridge and small piece of road connected with it, will, it is confidently believed, be completed before the expiration of this year. On this part of the road have been erected 21,543 perches of substantial masonry.

The average cost of the graduation alone of this part of the road, will be per pole, \$6,24 $\frac{7}{16}$;

per mile, \$1,997 44.

The average cost of the cover of metal, of six inches in thickness, will be per pole, \$6,84; per mile, **\$2,**188 80.

The average cost of the graduation and cover of six inches will be, per pole, \$13,08,2; per mile, \$5,186 24.

metal of three inches in thickness, will be per

metal of three menes in thickness, will be per pole, \$5,27½; per mile, \$1,688.

The average cost of the road, with a cover of metal of 9 inches in thickness, exclusive of masonry and contingencies, will be per pole, \$18,35½; per mile, \$5,874 24.

The average cost of the masonry of every

description, including also the cost of the wooden bridge over Wills' creek, will be per pole of

road, \$7,20; per mile, \$2,304.

The contingent expenditures upon the whole line of road between the Ohio and Muskingum rivers, of every description, amounted on the 30th day of September last, only to the sum of \$20,585 881. Of this amount, \$10,197 111 have been charged as applicable to that portion of the road let in 1825, and completed in 1827, and a further sum of \$2,597 19 to that portion of the road still under operation; leaving as chargeable to that part of the road now under consideration, the sum of \$7,791 58, which gives, as its average contingent expenditures, r pole, \$1,02,3; per mile, \$327,36.

The total average cost of this part of the road, with a cover of metal of nine inches in thickness, the wooden bridge over Wills creek, the masonry and all contingencies included,

will be per pole, \$26,58; per mile, \$8,505 60.
The average cost of the masonry in arched bridges, including also the abutments of the wooden bridge over Wills' creek, will be, on

this part of the road, per perch, \$2,22,18.

The average cost of the masonry in gothic

That small piece which was excepted at the letting, crosses Wills' creek, a large stream, and subject to very high freshets. Its banks or per mile, \$676,64; and that the cost of the same are low, and require heavy embankments to third layer of metal of three inches in thick-nesses the road above the reach of high water. Over this creek exists a toll bridge, which af-

fords accommodation to the travel. Between this creek and Crooked creek, is a ridge affording a very bad natural road; and at Crooked creek, the travel was very frequently detained the travel was very frequently detained to the letting of 1826 being much hear vier, and the material more inconvenient, than on the letting of 1825. A small advance, too, in the price of labor affected the cost of the work. Indeed it was almost impossible to procure good material for the cover on some parts of the line. The best which could be obtained were procured; and when an inferior quality was used, an extra thickness was required.

The entire road from the west bank of the Ohio river to a point three miles west of the town of Cambridge, is now completed, and under the travel, with the exception of the short section at Wills' creek, before mentioned. It embraces a distance of 52 miles and 104,44 poles. If, to the actual expenditures be added, the estimated cost of the short section, before adverted to, and of the bridge erecting on it. the following results will be furnished, viz:

That the average cost of the graduation, and cover of metal of six inches, on the first 52 miles and 104,44 poles of the road will have been \$11,93 per pole, or per mile, \$3,817 60.

That the average cost of the 3d stratum of metal on that distance, will have been per pole,

\$4,39₁₅, or per mile, \$1,405 12.

That the average cost of the masonry thereon will have been per pole, \$6,17, or per mile, **8**1,974 72.

That the average cost of the masonry thereon, with the cost of the wooden superstructure over Wills' creek, added, will have been per pole, \$6,52,\$, or per mile, \$2,099 28. This may be called the cost of the bridging.

That the average contingent expenditures thereon will have been per pole, \$1,07,\$, or per mile, \$344,32, or a fraction over four per

cent.

The total expenditure on that portion of the road between the Ohio river and a point three miles west of Cambridge, Ohio, distance of 52 miles and 104,44 poles, will have been \$400,-640 173, which gives the average cost of the The average cost of the third stratum of location, the construction of the road with a covering of 9 inches of metal, reduced to particles not exceeding four ounces in weight, and ap-plied in three successive layers of three inches each, the building of bridges and other mason-ry, the erection of the large wooden bridge over Wills' creek, and every contingent expense for superintendence, damage to real estate, &c. of \$23,92,5 per pole, or per mile, \$7,656, 33.

The report of the Secretary of the Treasury, communicated to Congress on the 10th day of January, 1827, by the President of the United States, furnishes the following statements,

namely:

1st. The whole expenditure on that section of the Cumberland road, between Cumberland and Brownsville, a distance of 74 miles, being \$830,765 03, the average cost for making the road, building bridges, including salaries, &c. was per mile, \$11,226 55.

2d. The whole expenditure on that section,

between Brownsville and Wheeling, a distance of 56 miles, for constructing the road, building bridges, including salaries, &c. being \$879.533 90, makes the average of the cost, per mile, to

be \$15,705 96.

On the 21st July, 1827, the balance of the line extending to the eastern boundary of the town of Zanesville, being a distance of 20 miles and 136 o poles, was let, together with the requisite masonry, at fair prices. After the letting, it was supposed that some advantage might result from a change of about seven miles of the and common culverts and detached walls, will location. The work was accordingly suspendbe per perch, \$4,143.

It will be observed that the cost of the graduation and cover of six inches, on that part of the road let in 1826, exceeds that of the same the road let in 1826, exceeds that of the same the road let in 1826, exceeds that of the same the road let in 1826, exceeds that of the same the road let in 1826, exceeds that of the same the road let in 1826, exceeds that of the same the road let in 1826, exceeds that of the same the road let in 1826, exceeds that of the same the road let in 1826, exceeds that of the same the road let in 1826, exceeds that of the same the road let in 1826, exceeds that of the same the road let in 1826, exceeds that of the same the road let in 1826, exceeds that of the same the road let in 1826, exceeds that of the same the road let in 1826, exceeds that of the same the road let in 1826, exceeds that of the same the road let in 1826, exceeds that of the same the road let in 1826, exceeds that of the same the road let in 1826, exceeds that of the same the road let in 1826, exceeds the road let in 1



whose pressing duties further westward denied him the time to attend to it himself. No detriment to the service resulted from the suspension. That portion of the line is now in as forward a state of progress as the other parts.

Last Spring, the main street of Zanesville, embracing a distance of $18\frac{98}{100}$ poles, and extending from the eastern boundary of that town to the east bank of the Muskingum, was put under contract; making the whole distance now under operation, and in a state of progress towards completion, 21 miles and 312 150 poles. On the whole of this distance, in its graded and bridged state, the travel was admitted on the 15th day of last June, and would have been admitted earlier, but for the almost steady rains during the last Winter and Spring. Much ma-terial for the cover has been carried to the line, and reduced to the required size; and it is believed that the road may be completed, with a cover of metal of nine inches in thickness, by the 1st of next September. If the last appro-priation of Congress had been made in the early part of the last session, this part of the road could have been completed by this time.

Contracts could not be made for the cover of the road, until the funds were apropriated; and as the appropriation was not given until late in the Spring, the contractors lost the Winter months, the usual time of quarrying and haul-

ing the metal.

After the appropriation was made, it was impracticable to procure, prepare, and lay the two first strata of the cover, in time to be sufficiently consolidated by the action of the travel for the reception of the third stratum, before the approach of Winter. It was therefore considered best to defer the application of the cover, until the earth is sufficiently dry next Spring to receive it.

On this part of the line have been constructed eighteen thousand and one-half perches of excellent masonry, for the sum of \$32,242 721.

being at an average cost of \$1 234 cents a perch.

For the execution of the work, which must necessarily be done on all newly-constructed roads, such as raking and keeping in place the metal before it has acquired compactness, keeping open and cleaning the side drains, supplying some portions of the cover with small quantities of stone, &c. &c. and for the removal of landslips, the sum of ten thousand one hundred and twenty-five dollars and fifty-eight cents was expended prior to the 30th of last September. More than a moiety of this sum was expended in the removal of landslips, which have been exceedingly heavy, and of very frequent occur-rence, during the last year. This expenditure is equal to sixty cents a pole, or one hundred and ninety-two dollars a mile, on the whole line now finished.

The whole quantum of masonry which has been constructed on the line between the Ohio and Muskingum rivers, a distance of 73 miles and 97 poles, is 76,2961 perches, averaging a little over a thousand perches to the mile.

This masonry is continued in forty-two stone arched bridges, in the abutments of one with an arch of wood of 150 feet chord, and in gothic and square culverts, and detached walls. The size of those forty-two bridges are as follows, viz. one of three arches of 50, 40, and 30 feet chord; one of 60 feet chord; five of 40 feet chord each; three of 30 feet chord each; two of 25 chord each; eight of 20 feet chord each; nine of 12 feet chord each; one of 10 feet chord; and twelve of 6 feet chord each.

In the gothic and square culverts, and detached walls, are contained 19,7991 perches. The very expansive quality of the earth, when wet, on the line of the road, rendered it abso- In consequence of Mr. Knight's engagements is this, that an amount equivalent to the total lutely necessary that the retaining and sustain- not permitting him to make those minute ex- cost of the distance of the road in ended to be lutely necessary that the retaining and sustain-ing walls of the masonry should be of larger ing walls of the masonry should be of larger aminations which are so important in the final constructed, be appropriated at once. The nedimensions than would have been requisite in location of road ways, that service was perturbed the eastern section of the Union. The great formed by myself; and, although it was done height to which the streams rise, and the quantless perfectly than if it had been done by him,

lished, the grades improved, and the expense of several construction increased but little, if any. This quired an ample provision of vent. Those short pieces. The aggregate saving of distance examination was made at the suggestion of two causes very largely contributed to swell Mr. Knight, the commissioner of location, the amount of masonry greatly beyond what would be necessary on streams of equal width made by the Commissioners, and the road as in the eastern part of our country. The inconnow constructing, is one mile and 258. venience and certain injury which would result to the community from the stoppage of the mail on one of the most important routes, which, in most places where masonry was required, would be the effect of the abruption of a bridge, was deemed an adequate reason, not only for giving full vent to the stream, but also for building the masonry in the most substantial and permanent manner. A belief is entertained, that this important object has been accomplished, and that cially so to the enlightened Members of Conthe masonry on this line of the road will bear a gress. It cannot but be the expectation of comparison, in that respect, with that upon any every person, that Congress will devise some other road within the limits of our Republic. | system for this purpose, before another session

tractors; and on it, as well as on the masonry, no expense, consistent with propriety and sound economy, has been spared, so that it ment of injuries committed upon this work might be formed of as permanent character as it was susceptible of. With proper attention, it as perfect as could be desired. It does not rewill endure for years to come, with the excep-tion of such portions of it as pass through towns the State to take cognizance of violations of it, and villages. Those parts are liable to an acumulation of mud from the frequent entry of The character of an informer is looked upon travel from the side or branch roads, and cannot last long. The cover, indeed, attains such tions are, therefore, few, except by the agents a perfect smoothness, that it is impossible it should wear away rapidly. The traveller presented the cover to the side roads, which are true tioning the constitutionality of the law, and

opinion has been long entertained, and further law, under the fallacious pretence that it is im-reflection and experience has fully confirmed it. practicable to descend hills in safety, without The chain is but a very imperfect criterion of distance. Time and burthen are the only correct criteria. It is a problem of easy solualso give to the power employed much more efficiency. It is evident to the most superficial observer, that, if the road had been very considerably elongated, in order to effect a graduation at angles not exceeding three degrees (and for the maximum two degrees would be better,) ficiency?
the road could be travelled in as short a space The at of time as it now is, and that the power used could move double the burthen it now can; thus rendering the road, for commercial purposes at least, doubly advantageous. It would besides, endure longer, and of course the annual its progress towards complete and irretrievable expense of repair would be much less. It is highly proper to remark, that Mr. Knight, the commissioner who located the road, fully accords with me in these views.

The Department is aware that a survey and location of this road were made in the year 1820, under the direction of three Commissioners and that the distance to the eastern boundary of the town of Zanesville, by their location was 74 miles and 173,38 poles. The distance by the miles and $173\frac{38}{100}$ poles. The distance by the location of that skilful and faithful officer, Mr. Jonathan Knight, to the same point, was 73 miles and 110_{100}^{34} poles; showing that Mr. Knight's location was the shorter, by one mile and 63,36 poles. This of itself would be a sufficient recommendation of his route; but its advantages do not stop here. His location was carried over ground much more favorable for the construction of a road of comparatively the construction of a rosu or companies casy grade, and on which the traveller can promaterials, toe, for the construction and repair of the road, can in general be obtained more cheaply than on the Commissioners' location

It is believed that the expenditure saved, in consequence of this difference of distance, is more than equal to the whole cost of the location and superintendence of the road. The old travelled road is between eight and nine miles longer than the new one.

The preservation and repair of this highly im... portant public work must be an object of anx. ious solicitude to every citizen, and more espe-The road also has been constructed with of that body passes by. The Legislature of great care and fidelity on the part of the con-Ohio, at their last session, with a spirit becom-The Legislature of ing a great State, and with great unanimity, ment of injuries committed upon this work. The act like all others on new subjects, is not as perfect as could be desired. It does not reas one of baseness and dishonor. and well formed, and they are now becoming hesitate to act when information is given. The covered with grass. To the graduation of this road, exception, no doubt, will be taken hereafter, when correct views shall prevail. The angles which the road forms with horizontal lines are too great. This their carriages, in contempt and defiance of the resorting to that measure.

Their example has had a most pernicious efcorrect criteria. It is a problem of easy solu-tion: indeed it is apparent to every one, that if the stage proprietors had the right to do so, low grades not only accelerate the speed, but they had also, and followed the example. Here, too, the magistrates doubt their right to fine the drivers of the mail stage, and thus the law is rendered almost nugatory. May we not hope that the Legislature will, at their next session, revise this act, and give its provisions more ef-

The attention of the Department was called, in my last annual report, to the dilapidated condition of the United States' road, east of the river Ohio. I do not deem it necessary to add to what was then said, except to remark that ruin has been, since that time, much more rapid than I then expected it would be. Is there not a saving power somewhere, and a disposition, too ?

The appropriations of 1825-6-7-8, for the construction of the road confided to my superintendency, amount together to the sum of \$595,-000; of that sum, \$424,853 38 were expended up to the 30th of last September, and accounted for; leaving a balance of \$170,146 62 unex-pended. This balance will complete the road to the east bank of the Muskingum river, at the west end of Zanesville, and leave a surplus of about \$40,000, applicable to the various casualties and incidental expenditures to which all new roads are subject. No further application is therefore necessary for this part of that great and important public work. If Congress should determine on its extension beyond the Muskingum, they will, of course, appropriate such sum as in their wisdom may seem meet. I will, however, be excused for suggesting the propriety of adopting a system of appropriation different from that heretofore pursued; it constructed, be appropriated at once.

completed in the course of two years from its commencement. If the whole amount cannot be immediately applied, it need not be drawn from the treasury An appropriation sufficient in amount for the construction of bridges over the Monongahela, Ohio, and Muskingum rivers, would most certainly be a measure of wisdom. At the two first of those streams, the great western mail is frequently delayed, and its safety often endangered; the traveller impeded in his journey, and his life and property jcopardized. It is believed that the small sum—small indeed when compared with the vast resources of the nation, and great good to be effected by its disbursement is considered, of \$175,000, will be adequate to the effectuation of those most desirable and important purposes.

It is due to the various contractors, both of masonry and road work, to state that their conduct has been in general very exemplary. Indeed, both contractors and laborers have conducted themselves with such propriety and correctness, as to challenge a comparison in that respect with those on any other public work. This testimony is borne with great cheerfulness. When it is known that considerably upwards of two hundred contracts of various kinds were made, it will excite surprise to learn that probably not more, if so many, as ten failures occurred. Some of the contractors have not received a sufficient reward for their toils and their labors, in an honorable and useful avocation; but many of them have had their exertions amply remunerated.

The selection of the M'Adam system by the Department was a measure of wisdom, fully proven and established by the success of the work.

Its introduction to the notice of the American people is infinitely more important and beneficial than the construction of the road itself .-It is due to my feelings and to justice, to acknowledge the debt which I owe to your predecessor, Major General Alexander Macomb, for the generous and unwavering support which he yielded to me during his continuance in the direction of the Department; and to say, that, but for him, whatever capacity I had to serve the Government, might have been entirely paralyzed. The great interest which he manifested for that work, and the indefatigable exertions which he made in its behalf, in my opinion, has mainly contributed to its entire success. And, however great and glorious was the victory achieved by his bravery and talents at Plattsburgh, on the ever memorable 11th day of September, I will be pardoned for believing that the triumph which he has gained over prejudice and ignorance in the successful introduction of the McAdam system of constructing roads, will prove in its consequences more signally and lustingly beneficial to this nation.

From the late and present Secretaries of War and from yourself, sir, since you have assumed the responsible and arduous duties of the Engineer Department, I have received polite and prompt attention to all my communications. make the acknowledgment with great cheerfulness, and cannot deny myself that pleasure, as this will, in all probability, be the last annual report which I shall make to the Department.

I seize upon this opportunity of introducing to the favorable notice of the Department my assistant, Mr. John S. Williams. To his skill, untiring exertion, and patient industry, the work is much indebted for the fidelity and accuracy of its execution, in all its parts.

Thave the honor to be, sir, yours, most resectfully,

CASPAR W. WEVER.

Sup't. U. S. Road. pectfully,

BALTIMORE AND OHIO RAILBOAD.—From the Baltimore Gazette, we learn that the receipts for the current half year will be Deduct expenses incident to transportation,
Do. Repairs to the road, 38,691 84

4,500 00

43,191 84

49,308 16

It is proposed to declare a divi-

METEOROLOGICAL RECORD, FOR THE WEEK ENDING MONDAY, JANUARY 7, 1833. [COMMUNICATED FOR THE AMERICAN RAILROAD JOURNAL.]

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dend of one dollar per share for the six months, amounting to

40,000 00

Which would leave a surplus of

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ELECTRICAL TELEGRAPH.—The following communication was handed to us by an intelligent foreigner, now in this city, relative to the transmission of intelligence between commercial cities, as New-York and Albany, or New-York and Philadelphia-for instance, by means of Electricity. He has also explained to us his proposed plan of communicating or receiving intelligence between any two given points, however distant, almost instantaneously. The principle is by no means new; but the application of it to this important purpose has not been, that we are aware of, attempted by any person before. The inventor, Mr. Borch, of St. Croix, who has, as he informs us, secured a patent for his invention,—thinks it may be applied with great ease to long lines of Railroad.

To the Editor of the American Railroad Journal:

SIR,-On the principle that the electric fluid can, by the means of an insulated conductor, be conveyed to any distance instantaneously, and that where there is any small opening in the conductor a spark will appear, which principle has been proved or established by numberless experiments. I have discovered a mode by which an instantaneous and reciprocal communicator of any intelligence from one place to another, at any distance, may be G. V. BORCH.

P. S. This communicator might especially be of great use in railroads.

[For the American Railroad Journal.]

FOOT RAILBOADS .- Those inventions are the most important which enable all classes of so-

[ciety to make the best use of their personal strength. Railroads for the use of individuals, like a foot path, will do this. Stages, steamboats, and railroads for steam and horse carriage, will never do half the conveyance of passengers and goods over the country. Large railroads must necessarily be confined to great channels of communication: they require too great capital to be extended to every village .-It is stated that to move a weight of a ton on a level railroad requires but the strength that is requisite to raise up eight pounds over a pulley. To move 500 lbs. on a level railroad, would require then only the strength necessary to raise up 2 pounds over a pulley. Carriages of about the weight of a wheel-barrow, or less than fifty pounds, might be made for what I shall call a foot railroad. Probably the families that go to country stores, do not carry generally more than 100 lbs. weight; and most commonly they do not carry more than 50 lbs. But suppose that it is 100; then there is a carriage of 50 and a load of 100 lbs. The force required to move this on a level railroad, will be only a small fraction more than that required to raise half a pound over a pulley. And then there is level path to walk on. If there are departures from a level, some more strength must be exerted at the ascending planes; but then the traveller can rest on his carriage at the descents. In fact, according to the principles of mechanics, as easily as a man of 140 pounds weight can travel up a hill 50 feet high, he oan move forward a load of 280 pounds a mile and a quarter on a level railroad. It will appear then, that foot railroads will be a vast public benefit: an advantage not to the rich only, but chiefly to the laboring classes.

PUBLICOLA.



PHILADELPHIA AND TRENTON RAILROAD.—We learn that the whole of the grading and all the bridges, on the line of this road, are placed under contract, that the work is to be commenced immediately, and that it will be persevering-

ly and vigorously prosecuted.

We believe the doubts of many citizens, as to the expediency of a Railroad running so nearly parallel with the Delaware river to Trenton, pretty generally removed. In the season of the year, when travelling and transportation between the two cities is greatest—the commu-nication by steam is usually totally prevented, in consequence of ice. The great length of last winter, which for several months closed the navigation of the river, and the enormous extent of carriage, convinced the most skeptical of the necessity of such an improvement as the one which is about to be commenced. When completed, it will be the most direct, sure and expeditious route between the two cities; its location entirely obviating all the objections which will operate against the other routes, crossing the river where there are no bridges. The difficulty of crossing the Delaware, when frozen over, will be an insuperable objection to the Bordentown and Amboy Railroad, and the Trenton route will receive the preference from tra-vellers, as well as for the transportation of merchandize.

This Railroad will be of considerable importance to the citizens of Bucks County, passing as it does through the most wealthy and densely populated extremity; adding greater facili-ties to the already superior advantages which the citizens residing on the borders of the Delaware have, in their intercourse with Philadelphia.—[Bucks Co. Intelligencer, Dec. 24.]

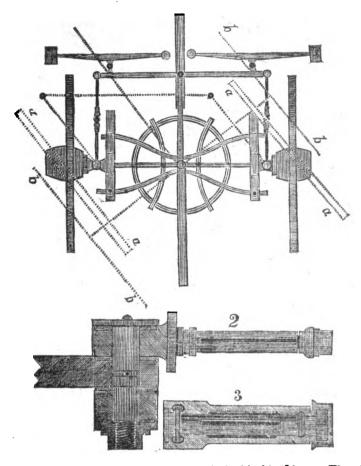
THE RAILROAD.—It gives us great pleasure to inform our readers that the Railroad is now to inform our readers that the Railroad is now finished and in complete order, from the Depot at North Spring to Belfield, a distance of forty miles. A party of our citizens, accompanied by several Members of the Legislature, made the first trip between the two places on Tuesday last; and we understand that there was an universal expression of admiration, elicited as well by the beauty and substantial construction of the work, as by the conviction of the superior facility and safety which this mode of transportation possesses over all others. The return trip from Belfield to North Spring, was performed in about two hours, deducting the time lost in the several stoppages. To those who have not yet had an opportunity of personally obser-ving the facilities of this method of travelling, it may not be amiss to say, that the party above mentioned breakfasted in Petersburg, dined and spent part of the day at Belfield, and re-turned to town before dark, thus traversing a distance of 85 miles without the least fatigue.

It is expected that the section of the road be-tween the town depot and that at North Spring, will be completed by the 1st of February next.— [Petersburg Intelligencer, Jan. 1.]

THE LACE BARK TREE (Lagetta lintearia) grows in the high rocky hills of Jamaica, to the height of 20 feet; the bark is thick, and may be separated into 20 or 30 laming, white and fine like gauze; of this caps, ruffles, and even whole ladies' suits of clothes, have been made.

[From the London Mechanics' Magazine.]

MASON'S PATENT IMPROVEMENTS IN LOCKING THE FORE WHEELS OF FOUR-WHEEL CARRIA-ers. Communicated by the Inventor.—It has long been acknowledged, that the present mode of locking the fore wheels of four-wheeled carriages from the centre is very unsafe, and many cur by the overturning of carriages, when the improved arms and joints by which it is times the cause of serious accidents. This arises from both the fore wheels being fixed or construction, the fore wheels when locked, Fig. 3, section of the improved box. Both is, that when wheels so attached are locked, the every position, present four points of support, fore wheels form little more than three bearings even when locked to the utmost extent. or points of support, from which circumstance The dotted lines a, Fig. 1, represent the axle-fear wheel carriages are very liable to be over-



letree being of necessity made much smaller than the hinder ones, causing thereby a very great increase in the draught; and if such wheels are increased in diameter, it can only be by allowing the body of the carriage to be placed much higher, which makes it both unsafe for use and inclegant in appearance.

In W. Mason's patent improvements on fourwheel cerriages, the fore wheels may be made very nearly or quite as large as the hinder ones, thereby reducing the draught in a very considerable degree, and giving greater ease to those who travel in such vehicles, for it must be evident, that the smaller the wheels are, the more likely they are to fall into the inequalities found in the surfaces of roads, and thereby to cause jolting and very unpleasant motion; but in the improved mode herein submitted, these inconveniences are avoided, and the body of the carriage is also hung much lower, and in consequence it is more convenient to enter in and get out of; the appearance in point of elegance, is also much improved

The principal advantages arising from the

improvements herein submitted are as follow: Firstly, instead of both fore wheels being mounted upon one axletree as usual, each wheel is mounted on an arm, which arm is joined to the end of the fixed axletree, by which means each wheel locks so near its own centre, that a 3 feet 6 inch wheel will only run back one inch and a half when locked to the utmost extent required. Wheels thus mounted can never be placed under the body of the carriage, as they are in the usual manner, when locked from the centre, by which means the carriage is, in marly instances, placed on three points of bearing only, from which cause so many accidents oc-

turned. Another great inconvenience is pro-duced by the fore wheels so attached to the ax-turning upon a pin or bolt in its centre, is shown by other dotted lines b.

Secondly, by fixing the axletree in the centre, between the spring-bed and the horn-bar, the distance between the wheels is reduced, without diminishing the length of the upper carriage; by which arrangement the body will hang in a better and more elegant position.

Thirdly, by increasing the height of the fore wheels, and making them very nearly the diameter of the hinder ones, the unpleasant jolting that is produced by the present small fore-wheels will be avoided; it being a well established fact that the larger any carriage wheel can be made, the less will it be liable to fall into the inequalities of the roads over which it passes, and from which cause so much unpleasant motion is produced. To this advantage may be likewise added the great reduction in the draught; which, with wheels so nearly equal in diameter, will be little more than half what it is in the old construction, while the Leauty of a carriage constructed in this improved manner will be greatly increased; small fore wheels at all times producing a vacant appearance when viewed externally.

Fourthly, by fixing the swinging bars on joints, the draught of the horses are equalised in any position; and in turning, each is always

kept tight.
Fifthly, these improvements can be applied to any four wheel carriage without altering the hind part.

New contrivances for oiling the wheels and joints are also introduced, by which means carriages will run many thousand miles without oiling. These will be sufficiently understood by references to Figs. 2 and 3.

Fig. 2 is an elevation and section of one of

mounted to the same axletree; the consequence never pass under the body, but always, and in the arm and the joints have cavities in their centres to contain oil, which passes through a side hole in each, to lubricate the box, the arm, and the joint, and one oiling will last for years.

[From the London Mechanics' Magazine.]

No

1.1

CANTERBURY AND WHIT-STABLE RAILWAY.—Sir: the following account of some experiments recently made on the Canterbury and Whitstable Railway, may perhaps be acceptable to many of the readers of the Mechanics'
Magazine.

Yours, &c. F. W. Ely-place, Jan. 7, 1832.

Section of the Railway. The accompanying sketch represents a section of the railway between Canterbury (A) and Whitstable (H) a distance of six miles; C, an eminence, under which the railway is carried by a tunnel.

Experiments.*---General Particulars.—Rails of iron, wrought, in lengths of 15 feet, and 5 feet apart. Castiron chairs secured to oak sleepers; width of top bank, 10 feet. Two stationary engines, of 25 horse power, and high pressure; one locomo-tive engine, on Stephenson's principle, of 10 horse power; rope roll 5 feet long, between rope roll 5 feet long, between flanches, and 4 feet diameter; length of planes 3300 yards; the first part, consisting of 1320 yards, rises 1 in 71, the remainder or 1980 yards, rises say 1 in 80; sheaves 137, 10 inches diameter, 24 feet apart; rope diameter, 24 feet apart; rope 1; inch diameter; work 12 hours per diem. The stationary engines consume each 1 chaldron of coals, or 120-89 lbs. per horse power, or 1-44 bushels of 83.44 pounds.

Journey from Canterbury to Whitstable.—The loaded wagons contained (according to information which I received) 40 tons weight, in sacks of flour, &c.

‡ of a mile min. min. 2 min. (thro' tunnel,) 4½ min. 2½ min. 2½ min. of a mile

lį min. Total, 183 min. 1.875 miles in 18 min. is at e of 6 miles per hour.

1. t length—1980 yards nearly level; engines, sheaves, &c. as before.

Time. Dis. ince. 2½ min. of a mile 21 min. 21 min. 2 min. 2 min.

Total, 11 min., at the rate of 6.136 miles per hour.

Next plane—one mile, or 1760 yards, fall 1 in 41. Loaded wagons (above weight) drawing out rope after them, 5 min. = 12 miles per

Next 1760 yard level; Stephenson's locomo tive engine, 10 horse power; height of chimney from ground, about 15 or 16 feet; 13 min., at the rate of 4.61 miles per hour.

Next plane descending, curved laterally 1760 yards, 6 min. = 10 miles per hour.

Total distance 6 miles, at the average rate of 7 miles per hour, exclusive of stoppages. Time,

"The distances and times were taken by myself; the slopes or inclinations, weights, &c., were furnished to me by persons employed on the work.

wheels, total 120 cwt.

Eight chaldrons of coal, about 27 cwt. each 216 cwt. + 120 = 136 cwt. or 16 tons 16 cwt. gross weight. 1760 yards rise, say 1 in 60. Four large pow

erful horses at the rate of 2.60 miles per hour 23 min. = 4 tons, 4 cwt. each horse

1760 yards level; locomotive engine, 7½ min. at the rate of 8 miles per hour.

at the rate of 8 miles per hour.

1760 yards, rise 1 in 41. Engine stationary,
25 horse power, 7½ min. 8 miles per hour.

1980 yards, nearly level, stationary engine,
7½ min. 9 miles per hour.

3300 yards, plane descending 1 in 71. 10
min. = 10.68 miles per hour, exclusive of stoppages, 55½ min. or 6½ miles per hour.

Whole time of journey, including stoppages
70 min. at the rate of 5.14 miles (14½ min.

stoppages). Cast iron chairs, secured to oak
sleepers. width of top bank 10 feet. Sheaves, sleepers, width of top bank 10 feet. Sheaves, F. W. 24 feet apart.

CANAL COLLECTOR'S OFFICE,

Albany, Dec. 24, 1832. The whole quantity of down freight, upon which toll is charged by freight, that was conveyed on the New-York Canals to the city of Albany, during the season of canal navigation in the year 1832, amounts to one hundred and nine thousand three hundred tons, estimating a ton at two thousand pounds, and consists prin- The balance of the 204,000 tons was mined on cipally of the following articles:

422,695 barrels Flour 19,091 " Ashes Ashes 21,274 21,285 Beef and Pork 21,285 1,274 hlds. do. 23,117 bushels Salt Wheat Whiskey 145,960 57,929 Coarse Grain " 151,014 Barley

Also, the following property, upon which toll The West Branch railroad is about 12 miles is not charged by weight: 15,224 cords of long—the average distance of hauling thereon Wood, 55,569 feet of solid Timber, 36,020,594 about

do. sawed Lumber.

The quantity of Merchandize, &c. that was conveyed on the Canals from the city of Albany was forty-six thousand seven hundred and ninety-one tons, and the amount of toll paid thereon at this office is two hundred and thirty-six thousand six hundred and twenty-eight dollars. The number of boats that arrived at and departed from Albany is thirteen thousand five hundred and twenty-one.

JOHN B. STAATS, Collector.

[From the Miner's Journal.]

COAL TRADE.—We have laid before the public some statistical information respecting certain branches of the Coal trade, including a view of the capital invested and labor employed in the business of mining and transporting to market the amount of the annual exportations of this mineral from this region. We have not entered into any calculation relative to the cost or value of the very expensive improvements incident to mining establishments. Neither have we said any thing concerning the lands themselves, whence our supplies are derived. The whole number of miners, laborers, horses, cars and boats employed, together with the respective wages of the two first, and original cost of the latter, is comprehended in our statement, without any reference to other collateral subjects which might be introduced. amount of coal exported from this region during the season which is just ended, is equal to two hundred and four thousand tons. If sufficient encouragement by early purchases is afforded to the industry of the miner and laborer, this quantity may be indefinitely increased, in a ratio at least equal to any future demands. No one in any degree acquainted with the extensive resources of this region will for a moment question the truth of this proposition. The

including stoppages, 13 hour, or less than 31 portation adequate—the industry of our population greater than any requisitions that can be Journey back to Canterbury.—Eight wagons with two boxes to each, about 15 cwt. including gle locality will illustrate our meaning. On the made upon it. An example afforded by a single locality will illustrate our meaning. On the West Branch rail-road there are 325 cars, belonging to thirty colliers. Contracts have been already made for supplying 100 additional cars. Without including other cars than those which are already on hand or positively engaged, we will commence our calculation by stating that each car will carry two and a half tons of coal. Allowing only one trip per day, while many very frequently make two, the sum total would equal 1000 tons per day, or 6000 tons per week. Estimating a period of 30 weeks for active operations during the season, the aggregate quantity would amount to 180,000 tons, almost thrice as much as is required for the annual supply of New-York. This is a very moderate statement of what can actually be accomplished by onethird of the coal region. Should the backwardness of purchasers and contractors suffer a considerable portion of the season for active operations to elapse without making provision, our calculation may be verified-but the fault will not be ours.

Of the above mentioned 204,000 tons of the coal shipped from this region, there passed down the West Branch railroad - 67,059

Mount Carbon, 57,234 Schuylkill Valley, 27.981* Mill Creek, about 30,300

Total 182,574 the line of the canal in this vicinity.

One miner can mine 11 tons of coal per day—say that he works 5 days in the week, and 45 weeks in the year, this will make 225 days; to mine 203,000 tons of coal will require in round numbers 600 miners. It will require as many persons to haul out, skreen, and convey the coal to the landings, making openings, &c. as it does to mine the Coal-therefore say 600

laborers.

The West Branch railroad is about 12 miles Mount Carbon railroad 4 miles, do do 3 do Mill Creek railroad 4 miles, Schuylkill Valley de 10 miles do do 3 do do do 5 do

Average distance (say 5 miles)—one horse hauls 4 wagons, and makes two trips per day —each wagon averaging 13 tons—will make 14 tons for each horse per day—multiplied by 14 tons for each horse per day—multiplied by 225 days, gives 3150 tons to each horse—which divided into 203,000, gives 65 horses. It requires an equal number of horses to haul the coal out of the drifts—say 130 horses.

To carry this Coal to market it requires about 400 boats—400 horses—and two men and one boy to each boat—making 1200 men and boys on the line of the canal. Total, 2400 men and boys on the line of the canal.

and boys on the line of the canal. Total, 2400 persons and 530 horses actually engaged in mining the above coal and conveying it to mar-

There are on the West Branch Railroad in use 325 cars, Mount Carbon 150, Mill Creek about 200, Schuylkill Valley 230—total 905 cars.

The cars on the West Branch and Mount Carbon railroads cost on an average \$90 a and those on the Mill Creek and Schuylkill Valley cost about \$50 a piece--which would amount to -\$64,550 400 hoats at \$500 each 200,000 530 horses at \$40 each 21,200 600 miners at \$7 each per week 189,000 600 laborers at \$6 do 162,000 1200 boatmen at \$5 do for 32 weeks 192,000

\$828,750 Active capital

RECAPITULATION. Miners . Laborers and boatmen -1800 2400 Total

natural capacity of our mountains to supply the article is literally boundless—the means of ex-shingles and 628,092 feet of boards.



Horses	-	-	-	-	-	530
Cars	-	-	-	-	-	905
Boats	-	-	-	-		400
Active of	api	ital	-	-	\$ 8	28,750

Price of Fuel in New-York, Dec. 18, 1832.

		•	Oau.						
				Ca	rgo).	R	et	ail.
Liverpoo	l, per cha	ldr	on, -		1 5		\$ 1	13	50
Sydney	do				95	0	1	l0	50
Virginia			-	!	90	0	1	W	00
Schuylki	ll, per ton	١ -	-	,	95	0			00
Lehigh	do	-	-		95				00
Lackawa	nna, do	-	-	9	9 5	0]	0	00
		W	oop.						
Hickory,	per load,	(}	cord)	-		50			
Oak	do		-	-		00			
Ash	do	- '	-	-		00			
Pine	do	-	-	-		50			
Chesnut	do	-	-	-	1	37	а	1	50

The following is the quantity of Coal sent to market in the years 1831 and 1832, as near as can be ascertained, in round numbers:

		1831.	1832.
Schuylkill		81,000 tons	1832. 204,000
Little Schuylkill	-	•	14,000
Lehigh -	-	43.000	76,000
Lackawanna	-	53,000	85,000
		177,000	379,000

The consumption last year, as near as 227,000 can be ascertained, was

Showing an increase over the consumption of last year of 152,000 tons, and over the supply of the same year of 202,000 tons.

AGRICULTURE, &c.

(From the New-York Farmer.)

Public Attention to the Manufacture of SILE.-The editor of the New England Farmer, after approving of a petition to the Legislature of Massachusetts for a bounty on Mulberry Trees and Silk, inserts the following letter from a lady. Miss Parmentier, of Brooklyn, had her cocoons spun in paper, rolled in the shape of a sugar-loaf, and pinned upon a board or other convenient article: a paper for each

A lady who prohibits our making her name public, after some inquiries relative to obtaining some of Mr. Derby's Durham short horn cows, says, "I regularly seek for more information on the silk culture, and wish much to obtain such knowledge of the improved method of accommodating the worms with mounting frames, in-stead of the old fashioned custom of oak branches. I began last summer the work of feeding the worms, and, aided by Mr. Cobb's Manual, and the work of Dr. Pascalis, produced twelve bushels of cocoons. But after obtaining the reel from Mr. Cobb, was not able to find any one here to reel it, and have reason to fear have lost all the silk by not having it reeled in proper season.

"I am so well convinced of the value of the mulberry tree that I have lately set out 3000 trees of three and four years old—part at regular distances, and part thick in fences—being anxious to improve the little spot of land about my house (22 acres) I have also set out 3600 of the best orchard trees of grafted fruit, and about two thousand grape vines of the best sort for wine, with a large portion of native or wild vines, to see what may be done with land well

seeing the best improvements, but found the salting when the weather is moderate, old way was still practised. I have no doubt been able to keep them in good condition. that if there was an agent in this city, [New-Haven, for the purchase of cocoons, or the silk reeled according to the improved reel, many families among the industrious classes would avail themselves of it. But during the last silk season I had many persons bring a few hun-dred, or a few pounds of unreeled silk to me to try to dispose of their labor, but I was unable to find a market here for my own; and for this cause, I heard several say that they would never have any thing more to do with silk. I am inhopes that it may be in your power to remedy the evil and promote the cause. There must be a market open for all produce at the place, for small farmers cannot afford to send it to a distance.

"My natural love of trial occupations has induced me to build my cottage out of the city. where I prefer the hum of the bee to the rolling of wheels, and to converse with Dame Nature at early dawn, when her school room opens to give instruction to her children."

Bu the Editor .- We are under great obligations to the lady who favored us with the above remarks; and should be happy if some friend to American industry, who has a practical as well as theoretical acquaintance with the manufacture of silk, would oblige us with such directions as might meet the wishes of our cor-respondent. P. S. Du Ponceau, Esq. of Phila-delphia, in a letter to Gen. Dearborn, published in the New England Farmer, vol. ix. pp. 57, 58, says, "I have discovered that we have in this country, from England. France, Germany, and other places, manufacturers of silk of almost every description. We have silk throwsters, silk dyers, silk weavers, silk manufacturers, all but good reelers, without which the labor of the others must be at a stand. These then are all waiting for employment, some of them in very poor circumstances. All we want is the art of reeling, and every thing else will follow. As to mulberry trees and silk-worms, let but a good price be given for the cocoons, and they will be disposal.

Yours, &c. S. Lyman. produced as if by magic. Every thing, as the silk brokers say, depends upon good reeling."

Rearing of Sheep and Lambs, particularly the Merino Breeds. By Mr. S. LYMAN. To the Editor of the New-York Farmer.

Goshen, Conn. October, 1832. SIR,-I have had the pleasure of seeing several numbers of the "New York Farmer and Horticultural Repository," and I am much pleased with the design and execution; I am likewise gratified with seeing the recent estab-lishment of the New York State Agricultural Society; it cannot fail of being extensively useful, as your object is not only to stimulate farmers to use the best means to improve their lands, and obtain the best stock, but to give the public the benefit of their experience and success.

A writer in the March number, speaking of the rearing of sheep and lambs, requests every Farmer who has had good success to trace the cause and make it known to the public. It has been a part of my business for the last twentyfive years, to raise sheep, particularly the Merino and Saxony breed.

As my success has been far beyond my expectation, I am induced to think myself fortunate in hitting upon the cause.

My practice during the summer months, is to give my flocks a sufficiency of pasture to keep.

leisure is the time for preparing for the next||begin to gain, so by the beginning of winter summer. I visited Mansfield, in July, when they will be in a thriving condition; then, by they were feeding the worms, with the hope of plenty of good hay and water, continuing the salting when the weather is moderate, I have or three weeks before yeaning time, they ought to have plenty of rowen hay; if this cannot be had, let them have the best of English or clover hay, and be fed with turnips or potatoes three or four times a week, and they will usually have plenty of milk, which I consider the great secret of raising lambs. Agriculturists know that ewes go with young about one hundred and fifty days. When the time comes for them to yean, they require the strictest atten-They must be kept in warm places, well tion. duced to name this circumstance to you, sir, in littered, and the lambs assisted to suck as soon as they can stand; any further assistance is rarely necessary, provided the ewes own their lambs, but this is not always the case. ewes will have their lambs and take no further notice of them; if so, they must be put together in small pens, the ewes tied, and the lambs assisted often to suck; in a few days the ewes will be fond of them, when they may be untied. and there is no further trouble. I think it important to have slieds, open on one side, that the sheep may go under during storms or very cold weather. Always keep the yards well littered, and in this way they make large quantities of manure

I do not think it best for them to ramble much after the winter sets in, and it becomes necessary to feed them, for it seems to take away their relish for hay, and they will most surely lose flesh. I have thus given an outline of my plan, will now state the result of my success. have repeatedly raised one hundred lambs without losing one; and one year I raised one hundred and sixty, and no ewe that had a lamb failed rearing it.

In a few cases ewes lost their lambs, and twin lambs were substituted in their places. ewe was made to receive the lamb by rubbing the dead lamb all over it, and tying the ewe in a small pen, often assisting the lamb to suck, and a few days will be sufficient to make her receive

THE CRANBERRY is a native of New-Holland, Europe and America: it grows spontaneously in the flat sandy, and in some of the mossy bogs in this country. At Sandy Neck, on the north side of Barnstable harbor, are quite extensive tracts covered with the wiry vines of the cranberry, and are estimated to produce in favorable seasons one thousand bushels of fruit. The cranberry grows most luxuriantly in soils composed almost wholly of beach sand, where water, at all seasons of the year, can be obtained a few inches below the surface. It can be profitably cultivated. A particular account of the method pursued by Mr. Henry Hall, of Denns, was some time since given in this paper. He has been engaged in the cultivation of this fruit upwards of twenty years, and his grounds have averaged about seventy bushels per acre annually. Mr. Hall practiced taking the plants from their natural situations in autumn, with balls of earth about their roots, and setting them 3 or 4 feet distant from each other. In the course of a few years they spread out, and cover the whole surface of the ground, requiring no other care thereafter, except keeping the ground so well drained as to prevent water from standing over the vines. The cranberry may be propagated from the seed. It should be planted in autuun, as soon as the fruit is ripe, and a year afterwards the plants may be transplanted stocked, well planted, and well tilled.

"The plate of the mounting frame for the silk worms in Dr. Pascalis' book is not such as any common carpenter can make them by. If in Philadelphia, or elsewhere, you can obtain the best mode of superseding the branches of trees, which spoil the floss, and require much labor to pick, you will do the silk culturist an important service; and during the season of labor to pick, you will do the silk culturist an important service; and during the season of labor to pick, you will do the silk culturist an important service; and during the season of labor to pick, you will do the silk culturist an important service; and during the season of labor to pick, you will do the silk culturist an important service; and during the season of labor to pick, you will do the silk culturist an important service; and during the season of labor to pick, you will do the silk culturist an important service; and during the season of labor to pick, you will do the silk culturist an important service; and during the season of labor to pick, you will do the silk culturist an important service; and during the season of labor to pick, you will do the silk culturist an important service; and during the season of labor to pick, you will do the silk culturist an important service; and during the season of labor to pick, you will do the silk culturist an important service; and during the season of labor to pick, you will do the silk culturist an important service; and during the season of labor to pick, you will do the silk culturist an important service; and during the season of labor to pick, you will do the silk culturist an labor to the situations where it is intended for them to the situations where it is intended for them to the situations where it is intended for them to the situations where it is intended for them to the situations where it is intended for them to to the situations where it is intended for them to to the situations where it is intended for them to to provide them in good heart, but

HOME AFFAIRS.

Mr. Calhoun has resigned the Vice-Presidency, and takes his seat as a Senator. This the first time in our history, that either of the first two offices of our Government has been vacated before the constitutional period.

CONGRESS.

In the SENATE, on 3d inst., Mr. Kane, from the Committee on the Public Lands, to whom had been referred the bill to appropriate for a limited time the proceeds of the sales of the public lands, and grant-ing lands to certain States, reported the same with amendment, striking out all after the enacting clause, and inserting, in lieu thereof, a proposition for the reduction of the price of the public lands, &c. On motion of Mr. Clay, the bill and amendment, was made the special order of the day for Monday next. Mr. Silsbee introduced a bill to explain and amend the 18th section of the act of July last, "to amend the several acts imposing duties on imports," which was read twice and committed Mr. Benton introduced a bill to increase and regulate the pay of the Medical Staff of the Army, which was read and ordered to a second reading.
In the House of Representatives, Mr. Ver

planck, from the Committee of Ways and Means, eported a resolution ordering that, on and after Monday next, the House will, at one o'clock of each day, go into the consideration of the bill to reduce and otherwise after the duties on imports, until the same shall be disposed of. By the rules this resolu-tion should lay one day on the table. Mr. Verplanck moved to suspend the rules that it might be acted on without delay. Upon this question the year and nays were—Yeas 106—Nays 77.

Two thirds not voting in favor of the motion is was lost, and the resolution lies on the table until to-day. The resolution of Mr. Everett, for inquiring into the expediency of reducing the rates of postage then came up. Mr. Cambreleng offered an amendment, when Mr. Polk moved to lay resolution and a nendment on the table, which was carried, Ayes 90, Noss 89. The bills reported on the preceding day from the Committee of the whole on the state of the Union, were then ordered to be en-grossed, excepting the bill providing for the exemption of merchandize imported under certain circumstances from the operation of the act of May 1828, upon which an animated debate arose, in which Mesers. Wickliffe, Dearborn, Hoffman, and Ingersol, took part. Before the question was taken upon the engrossment of the bill, the House adjourned.

In the SENATE, on 4th inst., the Hon. John C. Cal houn, of South Carolina; and the Hon. William C. Rives, of Virginia, appeared, when the usual oath to support the Constitution of the United States was administered to them and they took their seats. The Hon. George A. Waggaman, of Louisiana, also attended. Mr. Dallas, from the Committee on Naval Affairs, reported a bill to increase and regulate the pay of the officers of the Navy, which was read and ordered to a second reading. The bill to proand ordered to a second reading. The bill to provide for the continuation of the Cumberland Road from Vandalia, in Illinois, to Jefferson City, in Missouri, was taken up, and considered in Committee of the Whole Mr. Benton moved an amendment, providing for the continuation of said road to the frontiers of the State of Missouri. After a short discussion, the bill was laid on the table.

In the House or Representatives, several bills were reported by the Standing Committee. The resolution reported on the previous day, on the consideration of the bill to reduce and otherwise alter the duties on imports, came up; but after some trifling debate, the hour allotted to morning business having elapsed, various other bills heretofore ordered to be engrossed, were road a third time and passed. The residue of the day was devoted to private bills.

The Senate did not sit on Saturday.

In the House of Representatives, after various etitions had been presented, Mr. Ellsworth, from the Judiciary Committee, reported a bill to revive and continue in force an act providing for the reports of the decisions of the Supreme Court, which was read twice. Mr. E. moved that it be engrossed for a third reading. The Speaker decided that the bill came within the rule, which provided that every proposition for a tax or charge upon the people, shall receive its first discussion in a Committee of the Whole House. Mr. Adams appealed from the decision of the Chair, upon which a prolonged discussion took place. The decision of the Chair was affirmed Neveted to private bills.

THE GOVERNOR'S MESSAGE TO THE LEGIS. LATURE OF NEW YORK.

Fellow-Citizens of the Senate and the Assembly . In reviewing the condition of the State since the last annual meeting of the Legislature, we have cause to be thankful that all the sources of our pros-perity continue undiminished. The labor of our citperity continue undiminished. The labor of our cit-izens, in every department of industry, has been rewarded with a generous return; our harvests have been abundant, our manufactures flourishing, and our internal commerce growing in activity and extent. It has usually been the grateful duty of my predecessors, in adverting to the occurrences of the preceding year, to acknowledge in their anmessages a large measure of nual public health, as one of the blessings which the Sovereign Ruler of Nations had vouchsafed to the People of this State. But during the past season he has, deubtless for wise purposes, permitted a malignant disease to ravage our principal cities and villages, and to sweep away many thousands of our fellow citizens. becomes us as dependent beings, sharing largely in his bounties, to submit with humble resignation to all his afflictive dispensations. Considering the many millions of the human family who in Asia and Europe had fallen victims to this epidemic, its appearance among us was naturally regarded as one of the greatest calamities. But we have reason to rejoice, although our appehensions of its destructive power were during its prevalence fully realized, that the period of its duration was so brief, and that it now ceased to exist within this State. Whether baa it shall return to renew its work of destruction, and clothe our land in mourning, must depend upon the sovereign will of Him who holds in his hands the destinies of mankind. As guardians of the public health, it is your duty to prevent, as far as it can be done by human agency, the re-appearance of this fatal scourge; and, in the event of its return, to mitigate its severity and circumscribe the aphere of its ravages. The act relative to this subject, passed at the last session of the Legislature, as to some of its important provisions, will expire on the first day of February next. The propriety of continuing those provisions, with such additions and modificaas experience has suggested, is respectfully submitted to your consideration.

Our penitenitiariary establishments have heretofore received, as they certainly deserved, the peculiar regard of the Legislature. To such institutions philanthropists have long looked for a diminution of human sufferings, moralists for a check to human deprayity, and statesmen for a valuable improvement in the affairs of government. The results anticipa-ted from this system, were the almost entire abolition of sanguinary punishments, the reformation of delinquents, the decrease of crimes, and the relief of the public, to a great extent, from the onerous burdens of supporting those who by a violation of the laws, should forfeit the rights and privileges belonging to obedient citizens, and render themselves unworthy as well as unsafe members of society. some considerable degree these anticipations have been realized. Your benevolent feelings will come in aid of your sense of duty to urge you on, to do whatever yet remains to be done to improve the system, and make it subserve, as far as practicable, the beneficial ends for which it was instituted .-The full consideration which this subject received from my immediate predecessor, and the sound views and wise suggestions, not only in relation to the State Prisons, but to subordinate establishments contained in his annual messages, render it, as I conceive, unnecessary to enlarge upon these topica. There is also another reason which induces me to abstain from them at this time. At the last session of the Legislature, the House of Assembly appointed a committee to visit the State prisons, to examine the manner in which their accounts are kept and their affairs conducted, and to report the result to the Legislature. This examination has been made; and you may expect, at an early day in the present session, a report which will furnish such information as you may require to guide your legislation on this interesting subject.

In the course of the last summer, the epidemic cholera made its appearance in the prison at Mount. Pleasant, and prevailed there for about forty-five The number of cases was three hundred and seventy-six, and the deaths one hundred and three. On receiving notice of this event, the Executive, with commendable promptness, repaired to the prison, in order that the most efficient assistance should be given to the sick, and the best measures taken to ayes 162, noss 14. The residue of the sitting was | check the ravages of the disease, and abridge the peried of its durations

I am not aware that the prevalence of the epidemic in this institution has indicated the necessity of any further legislation in regard to our penitentiary es-tablishments, except the adoption of a provision excluding, for a proper period, all convicts coming from places where contagious or epidemic diseases of a malignant character prevail, and for keeping the persons thus excluded in some healthful situation, until they can be introduced with safety among the other prisoners.

The number of convicts belonging to this prison, including the females confined at Bellevue, is eight hundred and sixty-six. Two hundred and seventythree have been received into it during the last year. This number is sixty-five less than that of the year preceding. The total number of deaths, in-cluding those by the cholers, is one hundred and forty-five. One hundred and sixty-five convicts have discharged on the expiration of their sentences -eixty were transferred to the prison at Anburn, and thirty-two pardoned. By reason of the prevalence of the cholers, the financial affairs of this prison do not exhibit the favorable result that was anticipated. A full statement in relation not only to this subject, but to the entire operations of the establishment, will be submitted to you in the annual report of the inspectors.

The account from the State Prison at Auburn. presents a highly gratifying result. The number of convicts in it at this time, is six-hundred and seventy nine. One hundred and twenty-seven were received into it, pursuant to the sentence of courts between the first day of January last and the twenty. second day of December following. This is twenty-seven less than the number received there the preeeding year. One hundred and fourteen have b discharged by reason of the expiration of the period for which they were sentenced; twenty-seven have been pardoned; twelve have died, and one was released by order of the Supreme Court. The sum charged during the year ending on the thirtieth of September last, for the services of the convicts, to those who employed them, is forty-one thousand five hundred and fifty dollars and 32 cents; and the expenditures for the general support and repairs of the prison, including the expenses of erecting a stone shop, one hundred feet long and forty wide, have amounted to thirty-eight theusand, three hun-dred and five dollars, and thirty-one cents. The Legislature directed, at its last session, two hundred and twenty additional cells to be built in this prison, and authorized the payment of six thousand dollars from the Treasury for this purpose, if it should become necessary, in addition to the unexpended bal-ance in the hands of the agent, accruing from the earnings of the convicts. These cells have been built during the past season, from the avails of the labor of the convicts, without resorting for any aid to this appropriation. These additional cells will enable the agent to assign a separate one to each convict, thereby giving full effect to a valuable improvement in prison discipline.

It is worthy of remark, that there has been no conviction for murder or other capital offence in this State during the past year; and that the whole number of sentences to the state prisens during the same period, has been ninety-two less than tho

the preceding year.

I cannot reconcile it to my sense of duty, to pass from this subject, without calling your attention, as my immediate predecessor has repeatedly and earnest-ly done, to what I am persuaded would be a valuable improvement in our penitentiary system-

tion of a separate prison for female convicts.

I have received from the Mayor of the city of New-York information that the subordinate authorities of a foreign government, have sent on board a vessel bound to that place, a number of comvicts. As soon as the fact was ascertained, an application was made by him to the General Government for the interposition of its authority to prevent this practice. The answer to this application inti-mates that the remedy must be applied by the State, or by the municipal authorities of our cities. gard for the morals of our citizens, as well as the safety of their persons and property, requires, that the introduction of such persons within our borders should be prevented as far as practicable. I there, fore respectfully suggest, that you abould take this subject into your consideration, and provide a remedy for the evil.

At a late Court of Over and Terminer held in the city of New York, the lotteries were presented as unauthorized by constitutional laws, and a public nuisance. In compliance with the request of the grand jury making the presentment, the court has transmitted it to the governor, in order to have the Ine the question, as to the constitutionality of the law authorizing the lotteries. When his report is received, you will, I trust, take the subject into consideration, and make such disposition. sideration, and make such disposition of it as shall comport with the public interest and the rights of individuale.

The militia system has an essential connection with the preservation of our liberties. The political sagacity which, in the organization of our go vernment, perceived the importance of laying its foundations in popular principles, saw also the ne-cessity of arraying the whole body of our citizens in support of the public authority, and in defence of our sovereign rights. If the only advantage resulting from the periodical trainings of the militia was to suggest to those of whom it is composed a sense of the solema responsibility which devolves upon them as a part of the public defence, and the duty of being at all times prepared for the exercise of that exalted function, this alone would be a sufficient reason for upholding the system, even with its present expense and inconvenience. But it is be-lieved that there is no difficulty in removing, consistently with all the ends of its institution, a large portion of the public burden, which, in the progress of events, has become unnecessary. This object cannot, however, be accomplished by State authori-ty. The Constitution of the United States has given to Congress the power to provide for organizing, arming and disciplining the militia, and the power has been exerted by an act of Congress passed sions of this act cannot be suspended or vacated by the laws of the State. The changes which have sen wrought in the condition of the People of the United States since this act was passed, require medifications of some of its most essential provi modifications of some of its most essential provi-sions; and it is due to the People that no burden should be continued, when the exigency which called for it has ceased to exist. The alterations in the established system deemed most material, are a diminution of the period of enrolment and some provisions by law, which shall convert the expense of arming the militia from an unequal tax upon the person performing the service, into a just and equal tax upon the property of all. The President of the United States has, in his recent message to Congress, called their attention, in general terms, to this important subject, and it is carnestly to be hoped that they will make such amendments to the militia law as shall, without impairing the efficiency of the system, diminish to every practicable extent, the burden of military service. In the meantime every good citizen will esteem it his duty to uphold by his countenance and support, the law as it exists, and to discourage, so far as may be in his power, all attempts to bring into disrepute an institution which, whatever defects it may have, is as vitally connected as any other with the durability of popular governments.

It will appear by the annual returns of the Adju-tant General that the numerical force of the militia of the state exceeds 188,000 men.

Of all our institutions, there is none that presente such strong claims to the patronage of the government, as our system of common schools; and it is gratifying to know that these claims have been re-cegnized, and to a very considerable extent satisfied. The wisdom and providence of our legislation appear perhaps nowhere so conspicuously, as in the measures which have been adopted, and the means which have been provided, for the general diffusion of primary education among the children of all classes of our citizens. The communication on this sub ject, which you will receive from the Superintendent of Common Schools, will exhibit very satisfactostrated. Reports have been received by him from 811 towns and wards, (the whole number in the state,) containing abstracts of returns from 8,941 districts, in which there are 508,878 children, between five and sixteen years of age, of whom 494,-959 have been teached. 959 have been taught in the common echoolsduring the past year. The public money distributed the last year to the several districts, amounts to 305, 582 dollars, including the annual appropriation of 100,000 dollars derived from the common school fund, and the sum of 17,198 dollars, produced by the local funds belonging to certain towns. Besides these sums of within many the inhabitants. these sums of public mercy, the inhabitants of the districts have paid 350 thousand 320 dollars;

At the last session, a resolution was passed by the ed by the reports of the last year, that the expendilized for the entire extinguishment of the whole of Assembly, directing the Attorney General to examiture under this system has been one million, one this canal debt; but should the change new contemspirit of improvement, characterizes the present age; its best direction would seem to be, towards multiplying the facilities, and consequently abridging the time and labor, of acquiring knowledge. I indulge the hope that much may yet be done in this respect for primary education. One of the most obvious improvements in relation to common schools, would be a plan for supplying them with competent teach-Under present circumstances, the remedy to the evils resulting from the employment of persons not properly qualified, can only be applied by the ees and inspectors, and I am not apprized that any further direction for regulating their duties in this respect could be usefully presented to the Legislature.

The two medical institutions established by the authority of the State, and cherished by its patronage, are in a highly flourishing condition. The number of pupils attending the course of lectures at the college in the city of New York, has for several years past, been annually increasing, and is now one hundred and eighty-eight; the number in the college of Fairtield is one hundred and ninety

I also commend to your care and protection the col-leges, and other seminaries of learning in this State They shed a healtful influence upon our free insti-tutions, and contribute in an efficient manner, and in various ways, to improve our social condition.

Nothing, I am convinced, need be said by me, to turn your favorable regard towards institutions hav. ing for their object, the dispensation of benefits to those from whom have been witheld some of the best faculties that belong to the common condition of us all. The Asylum for the instruction of the deaf and dumb at New York, is provided with capable teachers, and merits the public confidence, and a continuance of the fostering care and patronage of the Legislature.

There is a diminution in the income provided for the support of this institution to such an amount, that it has become necessary, in order to continue its present usefulness, that aid should be given to it. An application will be made to you for assistance, and will no doubt receive your kind consideration. I regret to learn that the Central Asylum for the and dumb is in a less prosperous conditon, and still more deficient in its pecuniary means, than the institution in the city of New-York. It has also claims to your favorable consideration, and to the bounty of the government.

The method of giving relief and support to indi gent persons, by the adoption of the county poor house system, in most of the counties, has essentially improved the condition of this class of persons, and greatly diminished the charge upon the public for their maintenance. In forty-five counties farms have been purchased, and poor houses erected, at an aggregate expense of twe hundred and sixty-eight thousand, eight hundred and fifty dollars; being an average expense to each county of five thousand nine hundred and seventy-five dollars. In this estimate are not included the almshouse and penitentiary in the city of New York, which cost five hundred and thirty thousand dollars. The number of persons in the poorhouses on the first of December, one thousand eight hundred and thirty-one, including the city of New York, was five thousand five hundred and fifty-four; and the average annual expense of supporting each pauper in these establishments, as ascertained from the reports of the superintendents of the poor, is thirty three dollars and twenty-eight The abstract of the reports of county supercents. intendents, which the Secretary of State is required to lay before you, will furnish the results of the system for the past year.

The several funds of the State, except that ordinarily resorted to for the means of defraying the expenses of the government, are in a prosperous condition. The income from the Erie and Champlain canels, and the canal fund, during the last year, is about one million, five hundred and ninety-four The Commissioners of this fund thousand dollars. now have under their control, applicable to the pay-ment of the canal debt when it shall become due, or sooner if the stock can be purchased on favorable terms, about three millions and fifty-five thousand

subject brought to the attention of the Legislature. || The Superintendent estimates, from the data furnish || hundred and thirty-eight, means will have been real effected, the period at which the Commissioners will effected, the period at which the Commissioners will be in possession of the means to discharge the whole debt, will be proportionably deferred. The views of the Commissioners of the Canal Fund, as presented in their last annual report, have been substantially realized, in relation to the Oswege Canal Fund, and the Cayuga and Seneca Canal. The revenues have been less than the estimates, and the deficiencies to be drawn from the treasury have a little exceeded them. The estimated deficiency for the current year in the revenues of the Oswego Canal Fund, is nineteen thousand three hundred and sixty.seven dollars. and thirty-six cents; and that of the Cayuga and Saneca Canal, four thousand three hundred and fifty dollars; making together a total of twenty-three thousand seven hundred and seventeen dollars, and thirty-six cents.

The expenditures upon the Chemung canal, dur. ing the last fiscal year, were eighty-nine thousand nine hundred and thirty-nine dollars and sixty-eight cents; and the belance of moneys in the hand of the Commissioners, on the thirtieth of September last, appropriated to the construction of this canal was thirteen thousand and eighty-six dollars, and thirty-nine cents. I learn, however, that the Commissioners are authorized, by existing laws, to make further loans for this object, to the amount of twenty-five thousand seven hundred and thirty-seven dollars, and that this sum was supposed to be suffi-cient for the completion of the work. Not having received from the Canal Commissioners any inti-mation that further means will be required, or that any further legislation is called for in reference to this canal, I am not aware that the subject will claim your particular attention.

The Crooked Lake canal is also in progress, and the expenditures upon it, between the 12th of October, 1831, and the 30th of September of the following year, amount to sixty-seven thousand nine hundred and six dollars, and forty-six cents. The unexpended balance, on the latter day, of moneys applicable to this canal, was nineteen thousand two hundred and five dollars, and eighty-seven cents; and twenty thousand dollars of the appropriation had not then been borrowed. I am not advised that the work will require additional appropriation. The Canal Commis-sioners will communicate to you the present condition of the two last named canals, and their opinion as to the period when they will probably become navigable. The fund set apart for the encouragement and sup-

port of common schools, is safely vested, and in a highly prosperous condition. The constitution de-clares that this fund "shall be and remain a perpetu-al fund, the interest of which shall be inviolably approprieted and applied to the support of common schools throughout this state." This injunction has been faithfully observed. Since the adoption of the Constitution, the next increase of this fund has been five hundred and seventy-nine thousand, three hun-dred and forty-seven dollars; and the whole of it now amounts to one million, seven hundred and thirty-five thousand, one hundred and seventy-five dollars. The capital is now sufficiently productive to yield the one hundred thousand dollars required by law to be annu-

ally distributed for common school instruction.

The Regents of the University are enabled to apportion annually to the academies ten thousand dollars, from the revenues of the literature fund.

The general fund is almost exhausted, by the libe ral contributions it has yielded to all other funds, by the payment of the State debts, and by furnishing, unaided for the last five years, all the means for the ordinary and extraordinary expenses of the government. The revenue from this fund has at no time been sufficient without the smile of a general terminal to the state. the demands upon the Treasury. In order to meet these demands, and to relieve our fiscal affairs from embarrassments, it became necessary in 1814, to impose a tax of two mills on each dollar of the valuation of real and personal property in the state. This tax of real and personal property in the state. This tax was continued until eighteen hundred and eighteen then it was reduced to one mill; in eighteen hundred and twenty-four, to half a mill, and in eighteen hundred to one mill; in eighteen hundred and twenty-four, to half a mill, and in eighteen hundred to one mill; and in eighteen hundred and twenty-four, to half a mill, and in eighteen hundred. dred and twenty-seven it was wholly discontinued.
When the Legislature refused to continue the tax it
was well understood that the general fund could not long sustain the burden cast upon it; that is capital would be rapidly reduced and soon exhausted. The this event has not approached so rapidly as was anti-cipated, it is now at hand, and this session should not all these several sums, amounting, in the aggregate, to six hundred and sixty-three thousand, nine hundred and two dollars, have been expended during diverted from the fund, it is reasonable to anticipate that payment of the wages of teachers.

If no important changes take place, in the busing providing the means, by the adoption of some settled plan, to satisfy the demands that must inevitably be diverted from the fund, it is reasonable to anticipate made upon the treasury. The annual expenses of the that before the first of January, one thousand eight government, in future years, will not fall far below

According to the statement of the Comptroller, th capital of this fund is now only five hundred and seventy-eight thousand, three hundred and ten dollars and if from this amount be deducted the debt due for the stock issued to John Jacob Astor, now payable at the pleasure of the State, this capital may be regarded as almost entirely expended. At the period when the state tax was discontinued, I had the charge of the financial department of the government. Disapproving of the policy of impairing the general fund, I recommended the continuance of the tax; and in subsequent years I deemed it my duty to urge a return to it. It would be useless to attempt now to determine sequent years I deemed it my duty to urge a return to it. It would be useless to attempt now to determine whether the policy thus recommended, and I believe every year since, urged upon the Legislature by the head of that department, and for the three last years by the Executive, was preferable to the course which has been pursued. We are now brought to a condition in which the expedient heretofore used for meeting the demands on the treasury, can be no longer re-sorted to, and a new system of revenue must be de-

A movement has been made for the purpose of re leasing the auction and salt duties from the constitu-tional pledge by which they are secured to the canal fund. If this measure should be consummated, and the avails of these duties restored to the general fund, and the amount of the income from these sources and the amount of the income from these sources should not be materially affected by the anticipated change in the salt duty, or the possible legislation of Congress in relation to auction sales,—the revenue would in this manner receive an augmentation which will render it nearly, or quite, equal to the demands upon it. But it will be perceived, that this proposed measure is beset with contingencies, which cannot be effectually controlled by your legislation. The people may not approve of the proposition to release the pledge; and if they should, it may not be deemed wise to draw, after the canal debt is paid, a large revenue from these sources, or to devote what may be

where form these sources, or to devote what may be thence drawn to the support of the government.

The canals are rapidly accumulating the means for the extinguishment of the debt for which their income

pledge; and they should, it may not all decended by the process of
three hundred thousand dollars, and all the available; the rich and the poor, and to bring about a state of means for the current year, other than a resort to the things, in which labor is made tributary to wealth, poses before specified, this would constitute no conclusive objection to the undertaking. Should the proposed than one hundred thousand dollars.

When the General Government is presenting for the effect it might have on the productive means of them should be proposed. admiration of the world, the unprecedented fact of the total extinguishment of a large national debt, it would ill become this State, eminently distinguished for her wealth, her resources, and the enterprising spirit of her citizens, to counteract in any degree this impressive political lesson, by the commencement of a debi

for defraying the expenses of her government.

A national debt may be the result of inevitable ne A national debt may be the result of inevitable necessity. The efforts which nations are required to make, to recover their civil liberty, or to defend their rights, may involve an expenditure beyond their present ability to pay. A debt thus contracted confers no reproach, and its payment may be deferred until the people that incurred it have replenished their requirements and become able to sustain the burden of discourses. sources, and become able to sustain the burden of dis charging it, without withering their prosperity. Such was the origin of our national debt, and such has been was the origin of our national deut, and such has been our course in regard to its payment. The debt con-tracted by this State on account of the canals, is jus-tified on a different principle. The object for which it was incurred was specific, and ample means for its speedy redemption were provided in the very ac which authorized it. It could in no event have been orwarded on to a future age, as an incumbrance upon t, to be paid by a general tax, without a violation of he most solemn pledges.

the most solemn pledges.

Whether to resort to a general tax, moderate in amount, in order to provide the means to meet the eximencies of the government, shall be forborne, and a reliance be placed on the chance of deriving sufficient aid for that purpose from the duties on salt, and auction sales; or a debt contracted, with a view to its redempton from the canal revenue, after it is relieved from its present hypothecation, are questions which may with propriety be left to the immediate representatives of the people. If, upon due deliberation, you should determine to levy a tax, and leave the other revenues unanticipated and unimpaired, to be menaged and disposed of by your successors, as the best interests of the State shall indeate, when the existing incumbrance is removed, I feel the fullest confidence that the people will cheerfully acquiesce in the decision.

effect it might have on the productiveness of them, should effect it might have on the productiveness of them, should also be regarded, and to a reasonable extent, influence your decision. Improvements that will ensure these results at the time of their completion, or shortly thereafter, should inspire no dread that a general burden will be cast upon the State, to discharge the debt created for their construction; because the gradual growth of the adjacent country, and consequently the extension of trade, will increase the revenue, until there will ultimately be a surplus to be applied in redemption of the debt contracted on their account.

demption of the debt contracted on their account.

I am not possessed of any particular information in regard to most of the applications for internal improvement, which may be brought before you at the present session, it would therefore be useless for me to go into any enumeration of them, for the purpose of submitting to you general remarks, which are probably alike obvi-

ous to you all.

An application for a public work, to connect the waters of the Su. quehannah with the Eric Canal, by a communication through the valley of the Chenango, has for several successive years been made to the Legislature, and will doubtless be again renewed at this session. several successive years been made to the Legislature, and will doubte-a be again renewed at this session. The proposed canal extends about ninety-five miles through an interesting section of the State, and will afford additional facilities to a market, for the products of a considerable portion of our citizens. Repeated examinations of the route have been made by skilful and experienced engineers, and the practicability of the work well ascertained. The expense has been uniformly estimated by the engineers, at less than one million of dollars; but the Canal Commissioners are of the opinion, that it will involve an expenditure beyond that sum. The amount of revenue it will yield, has been variously stated: some think it will not be sufficient to keep the canal in repair, and pay the expense of collection; while others who have given the subject an equally careful consideration, entertain a confident belief that it will be abundantly sufficient to bring the application within the rule I have laid down as justifying, in my judgment, the construction of any public work falling within it. It remains for you to decide upod these conflicting opinions. I commend this preposed work to your favorable notice, with the expression of a strong desire that its merits may be found such as to induce you to authorise its construction.

Agriculture manufactures and commence are the three

Agriculture, manufactures and commerce, are the three great departments of human industry. They furnish to all the means of subsistence, and the comforts of life, and constitute the only true sources of national wealth and prosperity. Legislators can never withhold from them a fostering car-, without disregarding one of the most important and solemn daties which they owe to their con-

portant and solemn dates which are, stituents.

The power to regulate commerce is delegated to the General Government, and consequently the sphere of State legislation with regard to this subject, is very much circumscribed; it scarcely extends beyond the enactment of laws for the inspection of some of our principal domestic products, and the multiplication of facilities for the exchange and transportation of articles of com-

merce.

Manufactures are a branch of industry eminently connected with our prosperity, and at this time an object of peculiar solicitude to a large portion of our constituents. The principle of giving encouragement and protection to them, was recognized in one of the first acts of Congress passed after the adoption of the Constitution of the United States. The representatives of all the States in the councils of the nation, have at one period or another, given their sauction to this principle, and down to the present period, it has entered into and influenced, the policy of the Federal Government. The extent to which it should be carried, has often been in dispute; but the rightful authority to encourage and protect manufactures, it should be earried, has often been in dispute; but the rightful authority to encourage and protect manufactures, either directly or incidentally, has not, until within a recent period, been seriously questioned by any considerable portion of the people of the United States. I am persuaded there is nothing in the operation of this principle, in a course of wise and prudent legislation, that conflicts with the objects for which our federal compact was formed, or that imposes unequal and oppressive burners and the results of the country as the

was formed, or that imposes unequal and oppressive burdens on the people of one section of the country, as the necessary consequence of the benefits it confers upon others. If this principle has been misapplied, and injurious offects have thereby resulted, the proper remedy for them does not require an abandonment of it.

From the consideration of these important subjects, I pass to one of greater and more general interest, lying more directly within the range of our legislative action, and demanding from us a particular attention. Agriculture was undoubtedly the primitive pursuit of men in a civilized state of society, and seems to be indicated to them by heaven as their best employment. Vigor of body and purity of mind, are emineatly enjoyed by the husbandman. Without meaning to disparage any class of men, or to deny a due measure of public virtue and body and purity of mind, are emmesuy enjoyed by bubbandman. Without meaning to disparage any class of mon, or to deny a due measure of public virtue and usefulness to all, history and experience warrant the assertion, that the cultivators of the soil have ever been among the first to chorieh, and the last to abandon, free institutions. It is not however fer this reason, that agriculture presents peculiar claims for your guardianship. It not only furnishes occupation to a much greater portion of our citizens than any other department of labor, but it supplies the materials for all others. It must be regarded as a matter of some surprise, that an employment in which so great a number of the human family are di-

rectly engaged, to which all look for their daily bread, and upon which commerce, manufactures and the mechanic arts—indeed all the various pursuits of mankind—
so necessarily depend, should not have risen to a stilhigher consideration than it has yet attained, and received from those entrusted with the power of legislation more liberal sids.

tion more liberal aids.

The numerous agricultural societies organized in the several counties of this State in consequence of our legislation, flourished for a season, then languished, and are now generally dissolved. The interest of agriculture was, to a considerable extent, promoted by these societies. The contributions from the public Treasury, societies. The contributions from the public Treasury, distributed principally in premiums, gave a sudden impulse to agricultural industry, and induced many laudable efforts among farmers, not only to excel in their productions, but to introduce valuable improvements in husbandry; yet it has been questioned whether the benefits thus obtained were of such an extensive and abiding character, as might have been realized by a different application of the funds derived from the government. Agriculture is a science, as well as an art; and both must be systematically cultivated, and widely edsseminated, before it will attain a high degree of im provement. The general intelligence and individual interprise of those devoted to this pursuit have carried the art as far, perhaps, as could be reasonably expected without a better knowledge of the sciences connected with it. With a salubrious climate and fertile soil; with extensive regions but partially brought under the power without a better knowledge of the sciences connected with it. With a salubrious climate and fertile soil; with extensive regions but partially brought under the power of cultivation; with rising munufactures and a flourishing commerce, tiemanding the surplus products of husbandry; with a population full of enterprise, and distinguished for native skill and practical tallent, we may reasonably expect great advantages from the cultivation and diffusion of the sciences connected with this art. This subject appears to me to be in every respect worthy of your attention and to merit your liberal encouragement. The Legislature has from time to time been informed by my predecessor, of the proceedings in the suit now pending in the Supreme Court of the United States, between this State and New Jersey, in relation to a disputed boundary. To the bill filed by New Jersey a demurrer was interposed, on the ground that the Court could not exercise jurisdiction in such a case.

The counsel of this State appeared in Court in March last, and commenced the argument of this described in the countries of the counsel of this described in the countries of this described in the countries of the sequence of the argument of this described in the countries of the countri

The counsel of this State appeared in Court in March last, and commenced the argument of this demurrer, but before it was concluded, the Court found it necessary to suspend the discussion, and assigned the first Monday of February next for resuming it. Although our counsel entertain very decided opinions against the jurisdiction of the Court, yet it is extremely desirable that the whole controversy should be definitely settled by an amicable arrangement. A decision of the issue formed by the demurrer in favor of New York, would not necessarily put an end to the controversy out of which the suit has arisen; on the contrary, it is possible such a result might serve to increase the embarrassments which have been already produced by the conflicting claims. But to increase the embarrassments which have been at-ready produced by the conflicting claims. But without reference to the possible issue of the procee-dings now pending in Court, the interests of both States, and many other important considerations, concur at this time in recommending an adjustment of this question upon terms of honorable compremise.

of this question upon terms of honorable compremise. Although two unsuccessful attempts have heretofore been made to accomplish this object, yet on reviewing the proceedings. I do not perceive any difficulty that may not be removed by new efforts to bring about a proper accommodation. Viewing the subject in this light, I feel that I shall not be considered on wanting in a just regard to the rights or the honor of our State, when I submit to you the propiety of making provision by law for appointing commissioners with tuil powers, to meet those of New-Jersey, in case her Legislature should appoint them, with a view to such an adjustment of this question, as shall comport with the real interests, and define the future rights of both States. ts of both States.

rights of both States.
Such a measure on our part, even if it should not be met by a corresponding one on the part of New Jersey, could not in the slighest degree compromit our rights; but I have reason to believe that it would be received with a liberal and concilatory spirit, and our rights; but I have reason to believe that it would be received with a liberal and concilatory spirit, and might in all probability ultimately lead to an adjustment beneficial to both States. Such an amicable termination of the controversy could not be otherwise than gratifying to the feelings of their respective citizens, who entertain congeniul sentiments, and are united by the ties of kindred interests, and,

and are united by the ties of kindred interests, and, to a great extent, of a common origin.

It is but a few weeks since the last surving signer of the Declaration of Iadependence was gathered to his compatriots. Such an event is well calculated to excite feelings and reflections difficult to be suppressed, and not improper, perhaps, to be indulged, even on an occasion like this. The men who proclaimed our independence as a nation, were the most distinguished assemblage ence as a nation, were the most distinguished assemblage of sages and patriots that ever appeared in any country. The lavor for which we should be most grateful, next to that of having such men for our forefathers, is the long life which it pleasad a kind Providence to bestow on most of them. Some were permitted for nearly half a century after they had laid the foundations of our free government, to continue their invaluable labors in rearing thereon a structure of human liberty which stands without a rival, challenging the admiration of the world. That we might not lose too much at once—that we

might be gradually prepared to pursue, without the strong light of their example, the career which they had opened, they were one by one, withdrawn from us. The last is now gone; and on us is devolved the high responsibility of preserving unimpaired the most valuable inheritance that one generation ever transmitted to another.

ner. In performing this most difficult duty, which we owe ike to those whom we have succeeded, to our own age alika and to posterity, we are happily not without a guide.— The history of their lives, and their recorded precepts, are The history of their lives, and their recorded precepts, are full of instruction, in regard not only to the great principles which lie at the foundation of our government, but to the practical rules concerning the administration of its affairs. While we enjoy the civil and political rights inherited from them, let us emulate their devoted patriotism; let us cultimate a spirit of forbearance and conciliation amid the conflicts which, as human nature is constituted, will inevitably arise from the discordant views of tuted, will inevitably arise from the discordant views of men with regard to the various interests of a great peo-ple; and let us continue our efforts, to the extent of our abilities, to carry forward our country in the direction indicated by them, to a degree of prosperity and renown which shall equal their fondest anticipations.

undicated by them, to a degree of prosperity and renown which shall equal their fondest anticipations.

Undervaluing the virtue and intelligence of the people, the enemies of our free government have constantly predicted, and some of its true friends have feared, that it would ere long be impaired, perhaps overthrown, by popular convulsions.—Experience has thus far disappointed the hopes of the one, and greatly allayed the apprehensions of the one, and greatly allayed the apprehensions of the other. As a nation, we have already encountered the severest trials, and our free institutions remain unimpaired. Some, entertaining a disparaging opinion of the virtue of the people, have deemed it necessary that those who are intrusted with public affairs, should be as far removed as possible from the influence of fluctuations in the popular will; and as their theory of administering the government requires large powers, they have not hesitated to derive them from a latitudinarian construction of the constitution. Others have placed a confident reliance on the judgment of the sovereign power, but of a possessed not only of the sovereign power, but of a perfect right to have their wishes respected by their public servants, and the authority conferred on them confined within the limits fixed in the instrument perfect right to have their wishes respected by their public servants, and the authority conferred on them confined within the limits fixed in the instrument by which that authority is delegated. The difference in these views, has been, in my opinion, the principal cause of our party divisions. Those who entertained the views last described, considered the elevation of our present patriotic chief magistrate of the United States, as a measure necessary to bring back the administration of our government to its true constitutional principles.

ministration of our government to its true constitu-tional principles.

Nearly every beneficial result anticipated in that event has been realized. Our foreign relations, in-volved as they were in the most serious embarrass-ments, have been placed in the best possible condi-tion; our negotiations in almost every case brought, by persevering efforts and consummate ability, to a successful termination, and our country exalted to a higher consideration with foreign powers, than it has enloyed at any former period.

succeasful termination, and our country exalted to a higher consideration with foreign powers, than it has enjoyed at any former period.

The management of its internal affairs, not less difficult than that of its foreign relations, has called forth an equal display of wisdom and talent, and has been conducted with equal success. Abuses in the subordinato departments of the government have been corrected: its fiscal resources have been husbanded, and the public debt nearly extinguished; legislation, of doubtful authority, and of equally doubtful utility, has been arrested by the salutary exercise of a high constitutional prerogative. So far as depended on the executive department, all that prudence required or wisdom could suggest, has been done, to remove the causes of local excitement and to inspire general content; and a system of measures suited to our local condition, and congenial to the principles of our political institutions, has been fearlessly recommended to Congress for their adoption. If such an administration had not secured to itself the continuance of the public confidence, fears might well have been entertained for the stability of republican governments. Sustained as it has been against a combination of interests, the coalition of hostile parties, the use of extraordinary means, and violent efforts, the auspicious result of the late contest may justly be regarded as a triumphant refutation of the fallacy, that the people are unworthy of violent chors, the adapticious result of the fall con-test may justly be regarded as a triumphant refuta-tion of the fallacy, that the people are unworthy of being tru-ted with the unlimited control of their po-litical affairs, and an unanswerable argument is favor of a free government, confided to the guardianship of intelligent and virtuous citizens

I perform an unpleasani duty in laying before you, at the request of the Governor of South Carolina, the proceedings of a -recent convention of the people of that State. In expressing my unequivocal disapprobation of those proceedings, and my deep regret that a State, which, in all past time, has so nobly performed her duty to the confederacy of which site is a member, should thus attempt to exonerate her citizens from the operation of the laws of the United States, I am persuaded I do but speak the universal sentiment of the people of this State. For the first time in the history of this Republic, a claim has been set up, on the justly cherished ground of State rights, which, if well founded, belongs equally to all the members of the Union, but which is repudiated by at the request of the Governor of South Carolina

all, and by none more earnestly than by those members who, in respect to the evils complained of, and for the redress of which the claim in question has been asserted, stand in precisely the same situation with the State of S. Carolina. Whatever, therefore, may be the nature and extent of the alleged grievances, I do not go too far, I trust, in assuming that the remedy to which our fellow clusens of South Garolina have resorted, and on the strength of which they are apparently preparing for themselves the most fearful of all responsibilities, is not merely unauthorized by the Constitution of the United States, but fatally repugnant to all the objects for which it was framed. Let the doctrine be once established, and the union of these States is destroyed forever.

From a state of things so novel in its character, and so ruinous in its tendencies, duties of the highest importance, increasing in interest and delicacy, according to the course of events, may devolve on us as one of the members of the sacred union of these States.—Whatever embarrassments may arise, I feel confident that the people and government of this all, and by none more earnestly than by thos

confident that the people and government of this State will support the Executive of the United States in all measures which are proper, and may be necessary for the preservation of the Union, and for the due execution of the laws, and will faithfully perform all their duties resulting from our national

compact.

But I should be unmindful of the just and generous character of our constituents, if in expressing what I believe to be their sentiments, I did not at the same time disclaim for New York all desire to aggrandize herself at the expense of her sister States, or to pervert to local purpose a system of government intended for the common benefit of all. She cherishes the union of these States. She knows what it cost. She estimates, as highly as any other member, its value, both on account of the benefits it conters and the evils it averts; and it is not to be doubted, that she would make any sacrifice which would be considered reasonable to preserve it. doubted, that she would make any sacrifice which would be considered reasonable to preserve it.—
Though its destruction would not certainly be more calamitous to her than to others, yet none would adhere to it longer or exceed her in great and generous efforts to sustain it. Without it, she might be prosperous; but her highest prosperity would be embittered by regrets on account of the blessings lost to herself, her associates, and the world: With it, there is no policy that would be long pursued by a people so virtuous and enlightened as those of the United States, under which she could fail to be an important and flourishing commonwealth. If, therefore, the operation of existing laws be adverse to these views, I am persuaded New York will consent to such a modification of them as will remove all just ground of complaint, and afford

be adverse to these views, I am persuaded New York will consent to such a modification of them as will remove all just ground of complaint, and afford substantial relief to every rest grievance.

The duty of deciding upon these points is committed, so far as our State has a voice in the discussion, to those who represent us in the congress of the United States. To the wisdom and patriotism of that body, to the firmness and well-tried virtue of the President, and to the gracious care of a beneficent Providence, we may confidently commit the issue of the deeply interesting questions presented by the unprecedented state of the country.

One of the duties which require your earliest action, is the selection of a citizen to fill the vacancy in the Senate of the United States, created by my resignation of the office of Senator, which I hereby present to you. In the portents of the times you will find additional motives for exercising much care and consideration, in making this selection, Not only the general policy, but many of the particular measures of the national government, exert an important influence upon the diversified pursuits of our constituents. How far this influence shall be benficial, may depend in no inconsiderable degree, upon

constituents. How far this influence shall be bennicial, may depend in no inconsiderable degree, upon the character and capacity of those who represent us in the Senate of the United States.

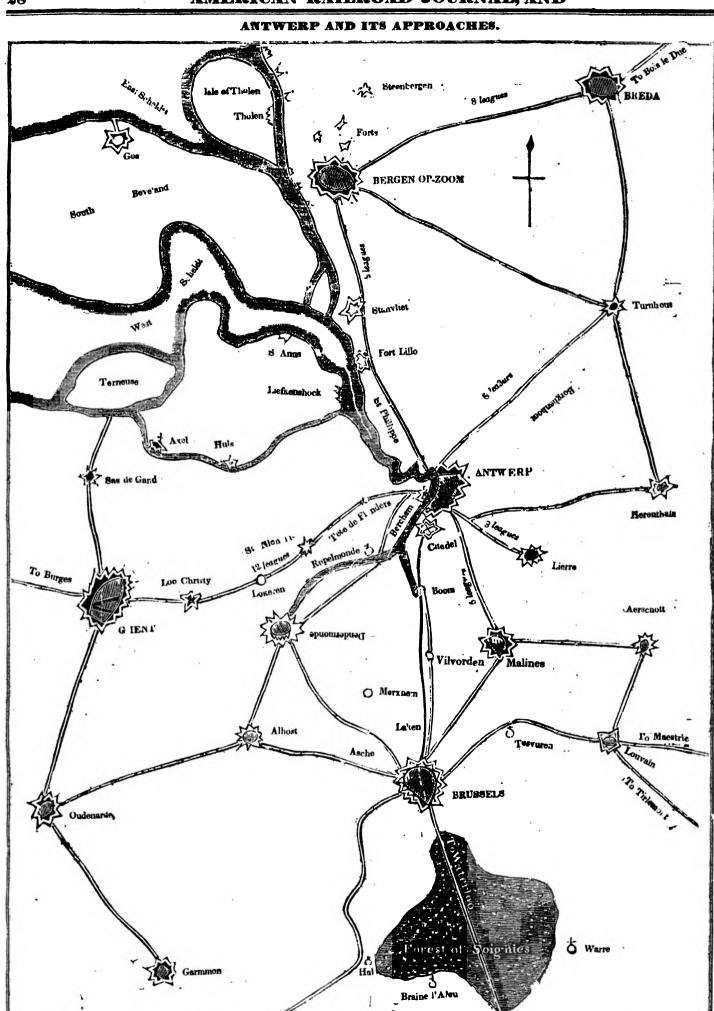
On passing from one station to the responsible duties of another, I trust I may so far indulga in the expression of my feelings as to say, that while I have been very sensible of the favor, received in repeated the state of the favor, received in repeated the state of the favor, received in repeated the state of the favor. been very sensible of the favor, received in repeated natances from the Legislature, and recently from the people of this State, I have been at the same time equally diffident of my ability to discharge the trusts so liberally confided to me, in a manner corresponding to my own wishes, or the expectations of my fellow citizens. A lively sense of gratitude will not, I venture to assert, be the least efficient motive in disposing me to devote myself to the welfare of the State.

My earnest endervor shall be, to do every thing My earnest endeavor shall be, to do every thing falling within the sphere of the executive powers, that my humble abilities will enable me to do, to preserve the sovereign rights of the State, to secure the due execution of the laws, to sustain our invaluable institutions, to develope the vast and exhaustless resources, with which we are liberally supplied by nature, and to carry us on in the progress of moral, intellectual and physical improvement, wisely begun and so prosperously continued that we have already become, under the operation of the free principles of our government, and with the favorations, agreat, a happy, and a powerful commonwealth.

W. L. MARCY.

Albany, January 1st, 1833.

Albany, January 1st, 1833.



Answerp was a marquisate under the Dukes of Brabant, and included Ghent, Termonde, Tournay, Valenciennes, and all the castles on the Scheldt The city itself is situated and all the castles on the Scheldt The city itself is situated on the eastern or right bank of the river, 17 leagues from the sea, 8 from Brussels, 6 from Bergen-op-Zoom, 22 from the Hague, 38 from Amsterdam, 11 from Breda, 8 from Tournhout, 3 from Lierre, 5 from Malines or Mechlin, 25 from Machin, 26 from Lierre, 5 from Malines or Mechlin, 26 from Machin, 26 from Lierre, 5 from Machin, 27 from Machin, 28 from Lierre, 5 from Machines or Mechlin, 28 from Lierre, 5 from Machines or Mechlin, 28 from Lierre, 5 from Machines or Mechlin, 28 from Lierre, 5 from Lierre, 5 from Machines or Mechlin, 28 from Lierre, 5 from Lierre, 5 from Machines or Mechlin, 28 from Lierre, 5 from Lierre, 5 from Machines or Mechlin, 28 from Lierre, 5 from Machines or Mechlin, 28 from Lierre, 5 from Machines or Mechlin, 28 from Lierre, 5 from Machines or Mechlin Lierre, 5 from Lierre, 5 from Machines or Mechlin Lierre, 7 from Lierre, 17 leagues to the Citadel. There is also a thread lace, which its that of Brussels. Mechlin that of Br

from Ghens.

The city of Antwerp was burnt by the Normans in 830, and half of the inhabitants massacred. In 879 it was taken possession of by the Moors. They were driven out, in 886, by the Gauls: who kept possession till 980; when it fell into the hands of the Flemings. At the commencement of the sixteenth century, the Spaniards, under Charles, son into the hands of the Flenaings. At use commences, son of the sinteenth century, the Spaniards, under Charles, son of the Emperor Maximilian, took the town. After a lapse of two hundred years, it came under the dominion of Austria. In 1585, it was taken by the Prince of Parma, after a twelve-month's siege. After the battle of Ramilies, in 1706, it surrendered to the Duke of Mariborough, the French having occumied it for some years previous. The French 1705, it surrendered to the Duke of Marlborough, the French having occupied it for some years previous. The French re-took it in 1746; quitted it again in 1748; again took posession of it in 1792; quitted it in 1793; took it once more in 1794, and held it till 1814. From 1814 to 1816, it was garrisoned by the English, for William, King of the Netherlands.

The population of Antwerp is about 60,000; two centuries back, it was 200,000.* It has 22 public squares, and 21 streets. The fine tower of Notre Dame is 450 feet high, exclusive of the cross, which is 15 feet more. From the top can be seen every thing, even the smallest, that takes place in the Citadel.

The Church of Notre Dame is well known to artists fro its possessing two of the finest specimens of Rubens' pencil.
They were carried off by the French, but restored along with the other restorations of 1815. We believe every with the other restorations of 1015. We believe every means have been used, under their present circumstances, to protect them from accidental injury. When Napoleon had amnezed the Belgian provinces to France, he formed the design of raising Antwerp into a great naval emporium. In pursuance of this design, in the summer of 1804 he caused the first stone of a navy-yard to be laid with great solennia. the first stone of a navy-yard to by Malenet, the Maritime Prese when the stone of a mavy-yard to be faid with great solemnity by Malonet, the Maritime Prefect of the department. This yard was intended to be sufficiently spacious for laying down at least twenty ships of the line. It was never com-pleted, and there is not at present a vestige of it remaining. On the port very large sums were expended; the wet-docks alone cost upwards of 13,000,000 of frances. zious for laving

Antwerp and its Citadel were confided, after the disas-ters of the Russian campaign and the reverses which al-most immediately followed, to the guardianship of the cele-brated Carnot. Carnot had for years abstained from min-fling in public business; and though it was said of him in the early years of the Revolution, that he organized victo-ry in the armies of France, during the brilliant career of the Emperor he led a life of the most strict and unambitious the Emperor he led a me of the most strict and unamounted privacy, conversing only with a few friends and with his books. When, however, he saw the soil of his beloved France threatened, he came forth from his long retreat to assist in its defence, and the immediate consequence of his offer of service was the confiding of Antwerp to his care. So high was his reputation, that no attempt was read to distorb him by the victorious Allies: no was it. offer of service was the confiding of Antwerp to his care. So high was his reputation, that no attempt was made to disturb him by the victorious Allies; nor was it until the treaty of Paris that the city of Antwerp was placed at their disposal. Opposite the Tete-de-Flandre, the Scheldt is about 700 yards across. It is 30 feet deep at low-water, and 40 feet deep at high-water. At that point it was proposed, in the time of Napoleon, to throw a bridge across, but a sort of post volunt is all that has ever been established for facilitating the communications between the opposite banks of the river. The quays, which extend grown the ruins of the arsenal, hear the Citadel, to the wetderks at the opposite extremity of the town, are spacious.

prom the ruins of the arsenal, near the Citadel, to the wetdocks at the opposite extremity of the town, are spacious. The city is built in the form of a segment of a circle, of which the river is the chord. There are covered ways both on the land and the river side, communicating with the intrenched camp in the neighborhood of the Docks; into which, should the town fall into the hands of the Dutch, the Belgian troops could readily retire. The fine walks which the quays afforded to the inhabitants are now cut up into betteries, erected, some to threaten the Tete-de-Flandre, and others to bombard the Citadel.

The Citadel is in the form of a pastason with nine head.

Flandre, and others to bombard the Citadel.

The Citadel is in the form of a peniagon, with nine bastions. It was erected in 1568, under the directions of the
Duke of Alva, by Pacerotti. It has one principal entrance,
on the North side, from the Marine Arsenal; and a private
entrance, to admit supplies from the East side, near the
causeway, leading from Boom. It contains a handsome
church, fifteen wells, and bomb-proof buildings for a garrison of 8,000 men. Its present garrison is about 6,000.

The Citadel is a place of great strength. It is defended externally by several outworks; two triangular batternss besing situated to the landward, on the side opposite to the
town, and three still more considerable fortifications on the ing situated to the landward, on the side opposite to the town, and three still more considerable fortifications on the presencetory called the Teta-de-Flandre, on the other side of the river. To strengthen himself on that side, General Chasse has caused the dikes t of the polder t to be cut; and has thus inundated the whole district from Burcht, above Antwerp, to the Pyp de Tabac, below it. The principal outworks on the right bank are the Lamette de Rid, which outworms on the right bank are the Lunette de Rid, which is close to the river, and the Lunette St. Laurent, which serves to protect the only landward enfrance into the Citadel. Fort Montehello, which is in the immediate neighborhead of the Lunette St. Laurent, is in the hands of the

the city, on the right bank; the Tete-de-Flande, with its most open dependency. Fort Oosterweel or St. Hilaire, on the left bank, immediately opposite to the Citadel. There is also a redoubt called Zwyndrecht attached to the Tete-de-Flander, but it is of no great value.

Indeed production, nowwer, is its well-known dependency on the left that of Brussels. Mechlin contains a population of 16,000. It is well fertified.

Dendermende, or Termonde, lies on the bank of

some strong works built under the direction of the Duke of Wellington to defend the access by the Ghent road. The whole of the works are entirely surrounded by ditches about fifty feet across. The Tête-de-Flandres must be carried before an effectual attack can be made upon the Citadel. Since the peace, the military roads and approaches round the fort have been put in complete repair: formerly there was a marsh for some miles round, which was

completely impassable. Ghent, or Gand, is situated on the Scheldt, at its confluence with the Lys, 10 leagues N. W. of Brussels, and about the same distance S. W. of Antwerp The Lys nearly surrounds the town. Ghent has a commodious canal navigation to Bruges, which is about 22 miles distant on the road to Ostend. The city is completely surrounded with ditches, fed by the different streams in its neighborhood; there are nine principal gates, all furnished with drawbridges and guard-houses. Sixty-eight principal bridges and guard-houses. Sixty-eight principal sizes. (forty-five of stone and twenty-three of wood), besides numerous smaller ones for foot passengers, the different parts of the town. The cita connect the different parts of the town. del, which stands at the N. E. extremity, facing the road to Antwerp, is a regular square, with strong bestions at each corner. To the north, is a canal bastions at each corner. To the north, is a cowhich runs to Sas de Gand and Terneuse. The circuit of the walls of Ghent is about twelve miles. It contains about 70,000 inhabitants. are spacious, and the market-places large and nu-merous. There are many buildings still remaining, which exhibit the architecture of its ancient masters, the Moors and Spaniards. Ghent and its neighbor hood have been a principal theatre of warfare in all the long contested struggles of the different competitors for the sovereignty of Flanders, whether Aus trians, Spaniards, French, or Dutch. In ancient times, the city was formidable; but under the medern system of attack, it is incapable of much resistance, from the great extent of its lines. It is wor. thy of remark, that the citadels both of this place and Antwerp were not built for defence from fereign assailants, but as a military check upon the mutine spirit of the cities themselves, amidst the conflicting interests of the different states who held them from

time to time in subjection. Bergen-op-Zoom, one of the strongest fortresses in Dutch Brabant, is situated about 25 miles N. of Antwerp, and 22 S. W. of Breds. It stands partly on the river Zee, a branch of the East Scheldt. Along the river, opposite the Isle of Tholen, is a line of very strong batteries. Another line of forts stretches across the country northward, completely commanding all the approaches from the Dutch side. Bergen. op. Zoom contains 5,000 inhabitants, exclusive of the garrison. An attempt to storm it, in 1813, was attended with great loss to the English force employed.

Breds is a strongly-fortified town; it stands on the rivers Aa and Merck, 22 miles N. E. of Bergen-op-Zoom, and 22 W. by S. of Bois le-Duc, or, as the Dutch call it, Hertogenbuseh. Breds contains upwards of 2,000 houses, and not less than 9,000 inhabitants.

Brussels, the capital of the new kingdom of Bel. gium, is situated about 10 leagues from Antwerp, and about the same distance from Ghent. The city is walled, with different gates of entrance. river Senne passes through the middle of the town, together with a canal connected with the branch of the river which falls into the Scholdt near Boom. A chain of fortifications surrounds the whole town, and there are double rows of trees both around the outer fortifications and the city walls. The popula-tion of Brussels is about 70,000, besides military.— In 1578, the city lost 27,000 of its inhabitants by the plague. In 1695, it was bombarded by the French, under Marshal Villeroy; when upwards of 4,000 houses, and 16 churches, chapels, and convents were destroyed. There is a paved road from Antwerp to Malines, and one which leads through the midst of the forest of Soigny to Waterloo.

Malines, or Mechlin, stands on the river Dyle, a branch of the Scheldt, 12 miles N. E. of Brussels, about the same distance N. W. of Leuvaine, and 15

ende, or Termonde, lies on the bank of from Ghent to Antwerp. It occupies a very convenient position as a military station from which to attack either of these cities, and more particularly by the ready access to stores and provisions from its water-carriage. Dendermonde contains 8.000 inhabitants.

The following statement of the strength and disposition of the French army of the North appears in

the London papers:
Sum total of the infantry 49,000, cavalry 6,000. There are twelve companies of artillery and five of sappers and miners.

The battering train consists of eighty pieces, of which forty are twenty-four pounders, and the rest sixteen pounders and mortars.

The Duke of Orleans commands the avant-guard. His head quarters are at Merzchem.

The head quarters of the 1st division, under Gen. Tiburce Sebastiani, are at St. Nicholas, on the left bank of the Scheldt.

Those of the 2d division, under General Archard, at Schoolen

These of the 3d division, under General Jamin,

Those of the 4th division, under General Faber, at Henigen.

Those of the 5th division, under General Schraum. at Valencienze

To each division are attached two betteries of artillery.

There are two divisions of artillery

The head-quarters of the 1st, under General Dé-jean, are at Alost; those of the 2d, under General Gentil St. Alphonse, at Oudenarde. To each division is attached a battery of horse artillery. There are also two brigades of light cavalry, under Generale Lauristine and Simoneau.

* 60,057. Encyclopædia Britannica, new edition, art.

Antwerp."

† Dike does not bear in Holland the same meaning that it does in England; in Holland it is used to signify a mound or bank for the purpose of protecting the low lands from inundation.

† Polder is a name given by the Dutch to those fields that lie considerably below the ordinary level of the river. By cutting the dike that surrounds them, they can of course at any time be flooded.

MAP OF THE SEAT OF HOSTILITIES .- In presenting this evening a more accurate and enlarged plan than any published here, of the position of Autwerp, and of its citadel, as well as of the tête de Flandres, and other fortifications on the other side of the Scheldt, we put it in the power of our readers, by preserving this paper, to follow the events of the siege. Embracing too, as this sketch does, the neighboring towns, in and arround which the French forces are distributed-their respective movements, as we shall hereafter learn them, may be the more readily traced.

A propos of this siege, we take from the London Times the annexed description of a new and destructive projectile, which is expected to make its debut on this occasion;

Amongst other destructive means of offence mention is made of 'the infernal machine'—an invention of M. Favard, to which the power attributed to the Cadiz morter in your St. James's park is but as that of a pocket pistol in comparison. This machine, I understand. consists of an immense cask or barrel, hooped round with massive iron binding of enormous strength. It is fixed in the ground, at the same angle of elevation as is used for the discharge of a hell, and is so contrived as to be brought to bear on any given point, the same as a mortar. Its great power consists in the enormous size of the projectile, which it can throw to an immense distance, the destructive effects of which on explosion are said to be irresistible. I have been told, that in an experiment made with it in a wood in France, the explosion of the projectile tore up and shattered to atoms some scores of large trees in every direction round. The materials which it scatters on exploding are calculated to set any combustible substance in a blaze. The Belgians.

Belgians.

In addition to the Citadel, the Dutch forces are in possession of Fort Liefkenshock, on the left, and Fort Lillo, on the right bank of the ziver, both shout three leagues below the city; the Lumette St. Leurent already noticed, above famous quilt-manufactures, and excellent beer. Its

NEW-YORK AMERICAN.

JANUARY 5, 7, 8, 9, 10, 11-1832

LITERARY NOTICES. RECOLLECTIONS OF MIRABEAU, by ETIENNE DUMONT of Geneva. 1 vol. 8vo. pp. 400. Philadelphia-Carey & Lea.—The name of Dumont has heretofore only been known by its connection with that of Jeremy Bentham. In this volume we see him for the first time in an original work; and it is one which will cause every reader to regret that, owing to the death of the author, it can have no sequel. A native of Geneva, where in early life he was a successful preacher, M. Dumont, by reason of political events, became a voluntary exile; and, after spending some time in St. Petersburgh, took up his residence in England, where, by his connection with the Marquis of Lansdown as tutor to his son, he became intimate with many of the distinguished an of the nation, and particularly so with Sir Samuel Romilly. Through this gentleman, with whom he made an excursion to Paris in 1788, he became acquainted with Mirabeau, then in the depth of disgrace, and shunned for his vices by all that was virtuous in France, but yet of transcendant talent and powers of pleasing. The next year M. Neckar having become Minister, M. Dumont thought the conjuncture a favorable one for making an effort for the restoration of the liberties of Geneva; and therefore, in company with the Ex-Attorney General of that Republic, M. Durouverai, proded to Paris. The acquaintance with Mirabeau was here renewed and confirmed into the most close intimacy, although between men similar only in certain intellectual qualifications, but differing entirely in moral character and tastes. Detained in Paris by the hope, always receding, of doing some service to his native country, and thrown into constant and confidential association with, perhaps, the meet remarkable man of the French Revolution at its dawn, M. Dumont was enabled to look with the eve of an intelligent and impartial stranger. whose opportunities of observation were the best and whose love of liberty was a part of his inherion the assembling of the States General, the some of anarchy that ensued, and especially on the dazzling and extraordinary career of Mirabeau -and it is the Recollections of this period, which are embodied in the attractive and instructive volume now before us. It cannot be read by any one without interest; and no man accustomed to political studies will lay it down without the resolution of often recurring to it. We published some months ago from an English periodical, a sort of parallel instituted on occasion of the first appearance of this work and of Sparks' Life of Gouverneur Merrie, between Mirabeau and our American Statesman, in which the character, events, and consequences of the revolution in France, and of that in this country, were judged in a degree by, and likened to, the characters and motives of the distinguished men who took part in each. As Americans, we were well content with the parallel; and indeed, for self-demial, disinterestedness, high motives, enduring exertions, and never despairing hopes of his country in her struggle for independence—there are few names among these enrolled in the catalogue of that herole race, more worthy of honor than that of Gon. verneur Morris. The results of the French Revolution did not differ more essentially from that of the American Revolution, then his character and conduct differed from that of Mirabeau. Yet these " Recollections," though they may take something from Mirabeau's reputation as a profound original thinker or speaker, are, we think, calculated to inspire somewhat more respect for his motives and aims, as a public man, than is now generally felt.

in very good style.

ter, addressed to Sir Walter Scott-constituting Vol. L. of Harpers' edition of the Family Library. -We have before, in remarking upon this series of publications, taken occasion to note with gratification the fact, that the highest intellects seem willing here to combine to explain, to simplify, and render both intelligible and attractive to ordinary readers, the results of the profoundest sciences. The Letters on Demonology and Witchcraft, by Sir Walter Scott, which constitute volume XI. of the Family Library, and Abergrombie's Work on the Intellectual Powers, which forms volume XXXVII, -taken with the volume now before us, elucidate most clearly and beautifully, problems which to the uninstructed mind, appear inexplicable, except through supernatural agency. The optical illusions which the investigations of modern times, aided by the art of printing, have unveiled to all eyes, were in other days the sources of power and deminion to rulers and priests. Rebellious spirits were subjugated by phantasmagoric representations, of which the secret was known only to the initiated : and the toy, or something analogous to it, which now delights only the nursery—the magic lantern—has made the stoutest hearts and most obstinate wills of determined manhood to quail. In this very amus ing volume, where pleasure and instruction certain. ly go hand in hand, not only are the various kinds of optical illusions explained, but the many ingenious mechanical contrivances are described, wherehy men's judgment has been puzzled, and, against conviction, imposed upon, such as the automaton Chessplayer, Maillardet's Conjuror, and Babbage's Calculating Machine.

Roaders of all ages, almost, and classes, will be charmed with this book.

Boys' AND GIRLS' LIBRARY OF USEBUL AND ENTER TAINING KNOWLEDGE. Vol. IV. J. & J. Harper.-This series is for children what the Family Library is for those of maturer years-and is well fitted to prepare the youthful mind for the more general and miscellaneous knowledge of the larger series. In the present little volume, of which the stories are illustrated by wood cuts, the chief incidents of the Old Testament are related in plain language, and incidentally the topography and general appearance of the countries referred to are described.

HISTORY OF SPAIN AND PORTUGAL, VOL. III; Lard ner's Cahinet Cyclopedia : Carey & Lea, Philadel .-This volume commences with the early History of Navarre; which, from the conflicting traditions of the Franks, Austrians, and Arabs, is wrapt in much obscurity. The author, however, after a fair examination of the various chronicles of that ancient day, Navarre, ascended the throne, somewhere about the year 886 7. The regular course of History once entered upon, we find a rapid, but interesting relation of the early wars of this principality; the invasion of France under Sancho-surnamed Abarea: the irruption of the Arabe in his absence, whom returning he defeats; his subsequent conquest and retirement to the monastery of San Salvador de Leyre, and his issuing thence again and checking the pre sumption of the infidels, are summarily described the exploits of Sancho II., and of Garcia III., and the disputes between Castile and Aragon for the crown of Navarre, follow. Then succeeds the life and character of Sancho V., best known to those familiar with English romance as the father of Berengaris, the bride of Richard Cœur de Lion, who was despatched from her father's court to meet and marry her affianced husband at the Isle of Cyprus, where Richard remained long enough on his way to the holy-land to have the ceremony performed. But

LETTERS ON NATURAL MAGIC, by Sir David Brews. ||content ourselves with calling attention to a few of the details. One of the first passages of interest that catches our eye, is the story of the ill-fated Blanche, the wife of Juan of Aragon : but as we cannot make room for the whole of it, we quote a shorter one, which shows the retributive justice that Heaven kept in reserve for the unhappy Princess, and the manner in which that sceptre, the prize of her dark murder, was wrested from the house of Foix.

After the death of Charles and of Blanche, the condition of Navarre was deplorable. In 1460, the the count de Foix, outraged that the government was not confided to him by his father in law, invaded the kingdom, but was speedily expelled by the arch. bishop of Saragossa, an illegitimate son of Juan. This was not the only mortification of the Count? the same year he lost his son Gaston de Foix, who was killed, whether accidentally or by design is doubtful, at Bourdeaux. By the princess Magde-leine the young prince left a son named Phobus, and a daughter named Catherine, who in the sequel swayed the sceptre of Navarre. Anarchy and violence now reigned triumphant: the two parties, the Beaumonts and the Agramontese, became more implacable than ever; the chief of one, Don Pedro de Peralta, assassinated in open day the bishop of Pamplens, though that prelate was the intimate friend of the Countess Leonora, then at lafalla. In short, owing to the character of the king, whose authority, even had he been present, would have been disputed by a considerable party, there was no government; for though Leonora, from her evident proximity to the throne, was courted by many nobles, her co mands were seldom obeyed, while her intrigues were frequently thwarted. In 1471, through the carnest and repeated remonstrances of some barons, and above all of his daughter, Juan went to Olite to arrange the affairs of this distracted kingdom. It was then agreed that he should have the title of king during life; that the three estates should do homage to the Countess and Count de Foix as heirs of the crown, and that they, as perpetual viceroys, should exercise the chief authority throughout the kingdom whenever the king was absent and that there should be a full pardon for all political offenders, a restitution of all property violently or arbitrarily obtained, and an oblivion of all injurie . This last provision might be very excellent in itself, but where there was no power to insure its observance it was sure to be inoperative. The Countess herself had soon experience of this truth. Intending to pass to Pamplona, which had long been held by the Beaumonts in opposition both to her and the Agramontese, she acquainted theCount de Lerin, chief of that faction, with her purpose, and at the same time told him that, in conse quence of the treaty which had just been concluded. she should be accompanied by the Marshal Don Pedro, chief of the Agramontese. The Beaumont replied that she should be welcome, but advised her to leave Don Pedro behind. The Counters persisted, and as there were many of the Agran faction in the city, the Marshal secretly bribed one of them to open a gate on a certain night. At the time appointed he arrived before it, escorted by a strong body of cavalry. As the man was not immediately at his post the horsemen grew impatient. fixes the period when Garcia I, the first King of and endeavored to break it open: the noise awakened one of the Beaumonts, who had time to give the alarm; the bell sounded from the Tower of St. Firmin; the partisans leaped from their beds, put on their armor and hastened to the gate, which in the interim had been opened for the enemy. A bloody combat ensued, which ended in the expulsion of the Agramontese: the Marshal fell; and such of his faction as could be found were hanged or cut down

The husband of the Countess, who was at this time in his hereditary domain, upon hearing what had happoned, collected troops and put himself at their head-but the curse that seemed to rest upon the members of his house overtock him too, and be expired suddenly in the Pyreness, before his march was well begun.

But though these pages abound in those incidents, from which remance writers derive their happiest materials, they are all exceeded in interest by the melancholy history of Inez de Castro-which is thus told :

Soon after his marriage with Constanzs, daughter of Don Juan Manuel, Pedro, the infante of Portuthe holy-fand to have the beremony performed. But gal, had become passionately smitten with one of our limits do not allow us to give even a general her attendants, Dona I es de Castro, a lady of survery good style. leve to her, and that his criminal suit was favorably [commisseration of novelists and poets, and has given [now in this place endeavored to show, that their no. received, is indubitable, both from the deep griet which preyed on the spirits o: Constanza, and from the anxiety of the king, lest this new favorite should be the cause of the same disturbance in Portugal as Leonera de Guzman had occasioned in Castile. Te prevent the possibility of a marriage between the two lovers, Alfonso caused lines to hold over the baptismal font a child of Pedro's,—in ether words, to contract a near spiritual affinity. But the man whom the sacred bond of wedlock could not restrain, was not likely to be deterred from his purose by an imaginary bar. After Constanza's de which was doubtless hastened by sorrow, he pri-vately married the seductive favorits. How soon after the death of the first wife this second union was contracted, whether immediately, or after thes had borne him three children, has been matter of much dispute. But the documents recording it have long since been produced; and from these it appears that the marriage was celebrated on the lat day of January, 1354, when thes must have borne him four children, of which three survived. It also appears that a papal dispensation was obtained for it, and that it took place at Braganza, in presence of a Portuguese prelate and his own chamber-lain. However secret this step, it was suspected by some courtiers, who, partly through envy at the rising favor of the Castros, and partly through dread of the consequences which might ensue, ensavored to prevail on the king to interfere in behalf of young Fornando, the son of Pedro and Constanza, and the lawful heir to the menarchy. With the view of ascertaining whether a marriage had really been effected, the prince was urged to take a second wife from one of the royal families of Europe; and the manner in which he rejected the proposal confirmed the suspicion. But mere sus-picion was not enough. The prince was summoned to sourt, compelled to a private interview with his father, and urged, in the most pressing terms, to declare whether his connexton with dona Lines was one of matrimony or gallantry. He solemnly and repeatedly replied, that she was not his wife, but his mistress; yet, when the entreaty was renewed, that he would abandon so guilty an intercourse, he firmly refused. The king now secretly consulted with his confidential advisors, as to the procautions he ought to adopt in regard to young Fernando, from the boundless influence pos the mind of Pedro by dona lines, it was feared that the true heir would be set aside from the succession in favor of her offspring. Unfortunately, both for his own fame, and for the interests of the kingdom, Alfense consulted with such only as were peronelly hostile to the lady : they did not scruple to assure him, that unless she were forcibly removed, the state after his death would become a proy to all the hor-rors of a disputed succession. We are told that his soul revolted at the deed; but that, in the end, they wrung from him a reluctant consent to her death. The time, however, which elapsed from the formation to the execution of this murderous purpose, proves that pity was a sentiment strange to his breast. That purpose was not so secret as to esbreast. That purpose was not so secret as to es-sape two friends of Pedro,—his mother, the queen Beatrix, and the archbishop of Braga. Both, in the design of averting the catastrophe, warned him of the plot; but he disregarded the intimation m, because he could not believe that the royal doubtless, because he could be contained by the guilt of murder, and because he considered the warning as a feint to precure his separation from Ines. After the lapse of some months, the king hearing that his son had departed on a hunting excursion for a few days, hastily left Monte Môr, and proceeded to the convent of St. Clair, at Coimbra, where she then was. On learning his approach, she at once apprehended his object. Her only resource was an appeal to his pity. Taking her three children by the hand, she issued from the convent to meet him, prostrated herself at his feet, and in the most pa-thetic terms begged for mercy. Her beauty, her aight of her off. youth, her deep emotion, and the sight of he epring,—his own grand-children,—so affected him, that after a struggle between policy and nature, the latter triumphed, and he retired. No sooner, however, was he in private with his confidence, than they consured his compassion, though natural in itself, as ruinous in its consequences to his family and kingdom. By their artful representations, they not only confirmed him in his original purpose, but obtained his consent that they should be intrusted with its immediate transitions. with its immediate execution. Accordingly they hastened to the convent, and the unfortunate, guilty Ines, fell beneath their daggers.

The fate of this lady has called for the deepes

rise to some rigorous effusions of the tragic muse. But her crimes have been carefully thrown into the shade; and the author of this work justly observes, that "the woman whe could consent to a criminal connexion with a married man-the object of an amiable wife's love :--who, by her guilt, indignation the audacious claim of a weak and probroke the heart of that excellent princes; who, be fligate race to heaven-granted power, over mea fore the remains of that princess were cold, renewed the criminal intercourse; and who, during so many successive years, was the ready, may eager creature of his lust, must, by unbiassed posterity, be re garded with anything but respect." Her tragical end must indeed command our sympathy, and cover her assessins with abhorrence; but let not these natural sentiments blind us to her crimes,-for, if pity be a weakness when lavished upon the undeserving, sympathy becomes sin when it leads us to tolerate guilt.

TRIBUTE TO THE MEMORY OF SIR WALTER SCOTT by the Rev. J. McVickar, D. D .- The eulogium of Dr. McVickar which was some weeks since pro nounced before a large and delighted auditory at Clinton Hall, has since then been looked for with much interest, and will now be read with eagerness The opportunities which the orator enjoyed of elecand intimate, though brief, intercourse with the illustrious deceased, suggest so many affecting reminiscences of the individual, and striking illustrations of his writings, drawn from his own habits or observations, that the discourse independent of its literary and critical merits, possesses a Bostoellian charmif we may use the term-that will recommend it to every one whe would domesticate himself for an hour with the lameuted master of Abbotsford. As the pamphlet will probably be in the hands of most of our readers, it is hardly worth while to quote at length; but there are some little passages which like the following, are too happy to pass over unnoticed. Speaking of that peculiarly felicitous temperament with which Scott was gifted, Prof. McVickar remarks, that

Never did man show in his ordinary deportment more of those gentle qualities which sweeten life and banish envy,-which cannot give, and therefore never take, offence. He seemed to me to have his dwelling within the circle of his own happy benevolent imaginings; and when he came forth, it was not like the Baron bold, with visor barred and spear in rest, seeking cause of offence with all whom he chanced to meet, -but rather, like the minetrel of his own sweet and simple picture,

He carroll'd light, as lark at morn."

Again, in speaking of the light of Scott's fame. as a poet, growing dim before the rising splendor of Byron's genius, the orator thus alludes to "the Northern Magician's" changing the form of his talisman, and casting his spell where no counter-charm could defeat its power :

To yield power without a sigh, may be the part of wisdom; but to yield it without a struggle, be-longs only to a feeble mind. Such was not Scott's: and the failure of his poetry in the presence of By. ron's (a fact which his family in conversation were more apt to overstate than to deny), threw him upon a new effort to recover the ground he had lost, and led to one of the most remarkable and successful instances of anonymous authorship which the literary world had ever witnessed;—to borrow the happy allusion of Cunninghams, "it was like his own black knight in Ivanhoe, who not only chose to fight with his beaver down, but refused to raise it and show himself, when he had overcome all opponents," and to this analogy we may add, that the cause of refusal was in both the same,—namely, because it was their own banished sovereign, come to vindicate, with resistless arm, his lost dominion

We had marked for quotation, but must defer for the present, a passage containing a just and animated desence of the solid value of Scott's writings. We concur entirely with the orator in his high estimation of their moral effect, though we have before

litical tendency was much to be deprecated in an age, when the enlightening spirit of republicanism teaches us to look with pity upon the generous but servile devotion of a brave nebility to the bigoted and tyrannic Stuarts, and to reject with scorn and with thews and sinews like their own.

Messrs. Cary & Lea have published, in an octavo volume, of 571 pages, Prince Puckler Muskan's famous Tour in England, France, and Ireland. bave already mentioned this work as one of the most acute, lively, entertaining and instructive of the kind. Every American may enjoy it as a complete retaliation upon England, for the disparagement which other ceuntries, and ours particularly, have suffered from her travellers, whether Moores, Fearons, or Trollopes. It is entitled to authority, posseeses general interest, and conveys much informa-tion. Goethe wrote an encomiastic review of the tion. German original; the English translation is excellent. The American edition has the advantage of ohronological order, and consisting of one well printed volume instead of the English four, is more convenient than the English,—to say nothing of the dif-ference of price.—[National Gazette.]

Mr. P. T. Roger, a daaf and dumb person, late of the Royal Institute for the Deaf and Dumb at Paris. has arrived at New Orleans, where he has opened a boarding house at 255 Dauphin street, for the accom medation and instruction of unfortunate persons of . his description.

POETRY.

[FOR THE NEW-YORK AMERICAN.] ON THE DEATH OF RUBERT C. SANDS. ESQ.

guia nec fato, merita nec morte, peribat, Sei miser ante diem.—Virg.

Shall he who for the illustrious dead,*
The Poet's plaintive strain could raise—
Now darkness rolls above his head,
Shall he e'er want the song of praise?

Thy memory claims the just amend, And warmly shall thy praise be sung, Could Fri. ndship's feelings, for a friend, In sadness find a willing tongue.

Ah! monrnful is that honored part,
Which hearts yet bleeding may condemn;
When thine—thy own, true, note heart— *
Is cold, and cannot beat with them.

Sleep in the silent halls of Death, It is thy early manhood's doon— Sleep well, for Fame's applicating breath, Shall keep oblivion from thy tomb.

There in these calm Elysian Shades,†
The Child of Nature finds a grave: He loved his native forest glades,
The sloping hills, the rippling wave.

And well the lonely, rural scene, Suits for his silent place of rest Whose memory, like the Summer's green, Unscathed by Autumn, shall be blossed.

What are the honors of the dead?

Be not their idle pompthine own—

For worth and friendship shall be said,

To form thy monument alone!

G. B.

* "The Dead of 1932," a Poem, by Mr. S.
† The beauliful grounds around Hoboken, near which Mr. S.
resuled, and where he was buried, are called "The Elysian
Fleids."

A SONG.

A SONG.
Oh Lilla is a lovely lass
As ever man did woo!
Her eyes all eyes on earth surpass, §
They kill and cure you too!
Her wins..me waist, however laced,
A hand might epan it all:—
Her shoulders fair, it by her hair,
Whose yellow trosses fall
Like sunbeams shed upon a bed
Of lilles in mid June,
Or golden light in summer night
Soft streaming from the moon;—
These are charms which moral men
May behold with carele's seye;
I, who am devoutest then,
Love them to idolatry!
Her ruddy lips, like s'arlet heps,

Love them to idolary!

Her ruddy lips, like s:ariet heps,
The baimy breath between;
Her soft sweet tones, who hears them owns
The music which they mean;
Her nimble stepping feet,
The very ground loves their light sound,
Foit as her bosom's beat:—
Her winsome waist—her shoulders, graced
With sumy showers of hair—
Her voke, how sweet!—her dancing feet,
Her face, like haven's, fair:—
These are charms which moral men
May behold with careless eys;
J, who am devoquest then,

I, who am devoutest then, Love them to idolatry!

PORRIGH INTRILIGENCE.

LATE FROM EUROPE. - Actual Commencement sive—their contents are important.

The Dutch Commander of the Citadel of Antwerp was summoned on the 30th to yield up that fortress. He unequivocally refused. The French proceeded that night to open trenshes before it, and, favored by thick and stormy weather, were enabled to put themselves under cover in their first parallel from the fire of the fort-which, however, had been feeble and reluctant, and without much, if any execu-

In the civil history of Belgium, the most import ant piece of news is the resignation of Leopold's Ministers, in consequence of their defeat on the motion for the address to the Crown. The Debate, which had been urged with great heat, terminated on Monday; when an amendment was carried on an amendment, which conveyed a direct censure on the Ministers. Even the amendment that was carried implies a censure for their having complied with the demand of the Conference to deliver up Venloo, Limburg, and part of Luxembourg to Holland, on condition that Holland delivered up the Citadel of Antwerp. It was moved by a friendly deputy, instead of the original paragraph, in which they were praised for what they had done. The amendment was carried, in a house of 86, by a maerity of 2; 44 voting for it, and 42 against it-three of the majority were the Ministers themselves. The proffered resignation of the Ministers had not been accepted by the King; and it is supposed that, sooner than consent to it, he will dissolve the Cham-

On the part of Holland, there is no abatement of spirit. The King has called out a levée en masse of his cople, and issued a preclamation in which he says that the measures of aggression against the Dutch navigation, and the entrance of the French army into the Netherlands "to support by violence the iniquitous demands" to deliver up the fortresses, leave him no alternative but

To defend the safety, the right, and the indepen dence of Holland, by all the means which Provi nce has placed in our hands, and which are second ed by the patriotsm, union and firmness of a people which has been for ages respected by the most powerful States. Far, however, from relying on our own strength, we are humbly sensible of our dependence on the Supreme Sovereign of the world, whose mighty arm has so often delivered us and our ances tors from the greatest perils;

and accordingly, he orders the 2d December next to be held as a day of solemn fasting and humiliation

In France, the ministry carried everything before them in the Chamber of Deputies. M. Dupin was elected President, and in both houses the addresse in answer to the King's epeech, which were but echoes of its sentiments, were carried almost withest modification,-an amendment offered by M Merilhou, to disapprove the placing Paris in a state of slege after the days in June, being rejected by a great majority.

Marshal Soult, as President of the Council, talks confidently of preserving peace. "Nothing," he limited to the perts of Holland alone, and not to said, " was changed in the foreign relations of France. It remained to consolidate the general ce by the execution of treaties; and to make the harmony of the great powers evident to all interests It was therefore necessary to dissipate the last pretext for the embarrassments which existed in Europe,
and thus to prove the fidelity of all Cabinets to engagements which they had taken in common." The
following allusion to the movements of the Prussian
forces on the Rhine is deemed explicit and satisfactext for the embarrassments which they had taken in common." The
gagements which they had taken in common." The
following allusion to the movements of the Prussian
forces on the Rhine is deemed explicit and satisfactery:—"The co-operation of England and France

There are nearly 100,000 Frenchmen now in Bel.

There are nearly 100,000 Fren

will be sufficient to attain the desired object. If, on the other hand, precautions have been imposed by a natural prudence on a neighboring state, in the pre-Hestilities, 4c.—The South America, packet ship, sence of military movements, there is nothing in from Liverpool, brings, us papers from that city to them to alarm the most suspicious policy. These the 5th, and from London to the 4th, both inclu- are measures which the most ordinary caution would counsel to every people in such a case; and we have opposed to them on our part measures of the same kind, which establish in our means of observation the most perfect and satisfactory balance. They ought to be regarded, therefore, rather as the gua rantees of neace than the eventual menaces of war." The Marshal, in speaking of the operations of the siege of Antwerp, held out strong hopes of a speedy result. "These operations are to be pushed forward with the greatest activity, and in a few days we shall be able to mark their termination in a precise manner. Success will not be long waited for."

> In the Chamber of Peers the address was adopted on Wednesday with only a minority of 8!

In the discussion on the address in the Deputies a direct contradiction being given by Adml. Rigny, minister of Marine, to a statement of Odillon Barret. a duel was expected, but by the interposition of friends was prevented.

M. Hyde de Neuville, in imitation of M. de Cha-teaubriand, has addressed a letter to the Duchess of Berry, offering her his services as one of her defenders on her anticipated trial.

In Pertugal, the star of Don Pedro is paling before that of his more fortunate brother. Though worsted at sea, Miguel had nevertheless succeeded in blockading the entrance of the Doure, by erecting a battery on the south bank, which commanded the passage, and thus Oporto was closely invested by sea and land. Due notice thereof had been given to the British payal commander, with a positive intimation that neither merchant vessels nor ships of war would be permitted to enter; and subsequently upon a British cutter attempting to go in, the fort opened a fire and kept it up till she put about. The Marquis Palmella had suddenly gone to England, hoping perhaps yet to induce that country to aid Donna Maria-or perhaps to interpose at least te make terms for the unhappy force cooped up in Oporto, -- where the greatest discontent prevailed, especially among the foreign mercenaries—must we not call them so?

In Spain, Count Ofalia, long the Ambassador in Paris, had been appointed prime minister in the place we believe of Zex Bermudez, who declined. Calo. marde, the disgraced minister of the Anostolical party, who had been banished to Minorca, escaping hence had arrived in a destitute state in France.

In England, the Parliament was at length dissolved, and write issued for the first election under the Reform law. The writs not being returnable till 29th January, there will be no session till February. Meantime, the country will be agitated from one extreme to the other, with warmly contested elections.

The King in Council had issued two new orders respecting the detention of Dutch vessels, and the blockade of Dutch ports. By the first, all Dutch vessels that had been, or might be, detained, having on board perishable cargoes, were to be released, and allowed to proceed. By the second, the interdict of British vessels to trade with Dutch ports, was extend to the colonies.

ANTWERP, Sunday, 7 P. M.-8,000 Frenchmen of the army of reserve have entered Mons; they will reach Brussels on Monday. Contracts have been eigned for the provisioning of the army of reserve.

There are nearly 100,000 Frenchmen now in Bel-

MARRIAGES

On Monday evening 7th instant, at St. George's Church, by the Rev. Dr. Milnor, Henry B. Starr, to Miss Elisa Hardman, both of this city. In Castine, on the 18th Dec., Lieut. Cnarles Thomas, of the U.S. Army, to Miss Mary S. Mason, daughter of the Rev. Wm.

Mason.

DEATHS.

This morning at 5 o'clock, after a lingering itiness. Caroline Elizabeth, wife of John T. S. Ketcham, in the 24th year of

Elizabeth, wife of Juhn T. S. Ketcham, in the 24th year of her age.

January the 8th, after a long and severe illness, Miss Maria Silinton Leggett, Esq.

On Saturday last, at New Haven, the Hon. JAMES HILL-HOUSE, aged 78. Mr. H. had been during the morning attending of the Prudential Committee of Yale College, apparently in his usual health. About noon he returned to his house, and sat Jown reading letters received that morning. Without speaking to any one he rose from his chair and entered his bed from. As it was not his practice to lie down during the day, a member of the family followed him in a moment or two, and found him lying in the bed already dead. From the appearance of the body lit is probable that he died instantly on reaching the bed. The physician, who was immediately summoned, pronounced it apopelexy.

At Greensburgh. Westchester County, on the 4th instant, Mr.

At Greensburgh. West-hester County, on the 4th instant, Mr. Joseph Paulding, aged 69 years.

Editor, of some respectable newspaper, or literary periodical. My labors as editor of the "Albany Morning Chronicle," and of the "Troy Sentinel," have rendered it unnecessary for me to give any other references, as to my quali-

Until the 8th instant, communications addressed to me at Troy, and after that date, at New-Hartford, Oneida county, N. Y., will be duly attended to. SAMUEL B. BEACH.

GRACIE, PRIME & CO., 22 Broad street, have on hand the following Goods, which they offer for sale on the most favorable terms, viz. 200 qr casks Marseilles Madeira, entitled to debenture

200 qr casas White Hermitage; 50 do. Bordeaux Grave 100 cases White Hermitage; 50 do. Bordeaux Grave 100 hampers (each 150) French Wine Bottles 10 bales fine Velvet Corks; 10 do. ordinary do. do

10 bales fine Velvet Corks; 10 do. ordinary do. d 20 do. Corkwood; 4 cases Gum Arabic 2 cans Oil of Orange; 20 kegs Tartaric Acid 8 casks French Madder, ESFF; 2 do. do. SFF 10 do. Danish Smalts, FFFE; 10 do. Saxon do. 8 do. small do.; 10 bales Gall Nuts

8 do. small do.; 10 bales Gall Nuts
200 bales first quality Italian Hemp; 20 tons Old Lead
200 barrels Western Canal Flour; 70 bags Saltpetre
236 do. Pork; 30,000 English Quills
600 lbs Florida Wool; 150 lbs Hares-back Wool
150 bales Upland Cotton; 60 do. New-Orleans do.
10 do. Sea Island and Mexican do.
200 do. Leghorn Rags, No. 1.

DRY GOODS, BY THE PACKAGE—
Jet black Bombezines; Furniture Dimities
Black Italian Lustrings
Do. 36 inch Cravats
Imitation Bandanas, high colors

Imitation Bandanas, high colors Do. printed border Handkerchiefs Madras Handkerchiefs, high colors Madras Handkerchiefs, high colors
White Diamond Quiltings; Gimp Cap Laco
German plain brown Drillings [ture
English brown Shirtings, 33 inch, entitled to debenRussia Sheetings, bleached.
ALSO—

ALSO—
IMPERIAL, ROYAL, MEDIUM, COPPER-PLATE and WRAPPING PAPER, from the Saugerties Paper Manufacturing
Company. The present stock of the above description,
now offered for sale by the agents, is equal, if not superior,
to any other in the United States. The whole has been
manufactured from the best LINEN STOCK, imported on
the most favorable terms expressly for the above Company,
and the superiority of the IMPERIAL, MEDIUM, and
ROYAL, in furnishing full contracts, have given universal
satisfaction.

* Contracts for IMPERIAL, MEDIUM, and ROYAL deliverable next spring, will be made; and the present stock on hand sold on the most favorable terms, by applying as

RAILROAD IRON.

RAILEGAD IRON.

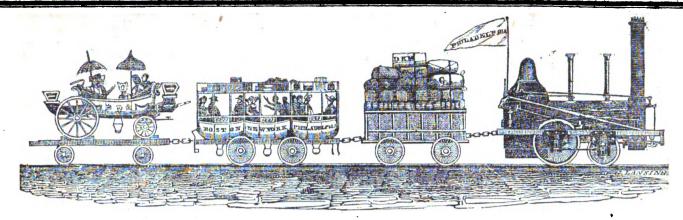
The subscribers having executed large orders for the Canal Commissioners of Pennsylvania, as well as for several incorporated Companies, have made such arrangements in England, where one of the Fartners sow is, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Spiking Plates, in use, both in this country and Great Britain, will be exhibited.

Apply to A. & G. RALSTON.

Phitadelphia, Sopt. 15th, 1882.

*** They have on hand Railway from Bare, viz: 9è tons, of 1 inch by ‡ inch—3 do 2‡ by ‡ inch—in lengths of 15 feet each, with 12 countersunk holes, and the ends cut at an angle of 45 degrees; 300 tons, of 2‡ by ‡ inch—in lengths of 15 feet each, with 12 countersunk holes, and the ends cut at an angle of 45 degrees; 300 tons, of 2‡ by ‡ inch—in lengths of 15 feet each. With 12 countersunk holes, and the ends cut at an angle of 15 degrees; 300 tons, of 2‡ by ‡ inch—In lengths of 15 feet each. With 15 countersunk holes, and the ends cut at an angle of 15 degrees; 300 tons, of 2‡ by ‡ inch—In lengths of 15 feet each. With 15 countersunk holes, and the ends cut at an angle of 15 degrees; 300 tons, of 2‡ by ‡ inch—In lengths of 15 feet each. With 15 countersunk holes, and the ends cut at an angle of 15 degrees; 300 tons, of 2 by ‡ inch—In lengths of 15 feet each. With 15 countersunk holes, and the ends cut at an angle of 15 degrees in the countersunk holes, and the ends cut at an angle of 15 degrees.





RAILROAD JOURNA **ADVOCATE** INTERNAL

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

D. K. MINOR, EDITOR.]

SATURDAY, JANUARY 19, 1833.

[VOLUME II.-No. 3.

CONTENTS:

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, JANUARY 19, 1833.

It will be perceived on reference to our Legislative proceedings, that, in Assembly, the Harlaem Railroad Charter has been so amended as to allow them to lay their Rails through such streets as the Common Council may permit,-We hope, and believe there is little doubt but that the bill will become a law-as it is now reduced to a certainty, that there is less danger to be apprehended from coaches on a railroad than those drawn in any other way. We anticipate the laying of the rails during the ensuing season, at least as far down as the Merchants' Exchange, in Wall-street.

We perceive by the London Mechanics' Magazine for October, that Mr. Sherman Converse, of New-York, has secured a patent in England for improvements, made by a gentleman of this city, in manufacturing metalic rails for railroads; the same we believe to which we referred in the first number of this volume, under the title of New-York Guard Rail. A patent has been secured, we understand, in France and Italy, as well as in England and the United States, and we hope a rich reward will be realised by the gentleman who has by this invention, we doubt not, effected a saving of hundreds and hundreds of thousands of dollars to railroad companies, and thereby brought the adwantages of railways nearer to every man's

Baggage Car took fire, as is supposed from a subscription list will furnish the best hint.

spark from the engine, by which a great proportion of the baggage was destroyed,-and amongst the rest, a carpet bag, belonging to one of the passengers, containing United States Bank notes to a large amount, designed for the Fayetteville, N. C. Branch, was considerably burned. One package of \$60,000, in hundred dollar notes, was lost, and another package much burned. The guardian of such a bag should ford, is under contract and nearly completed, of never lose sight of it when travelling.

The following extract of a letter from an inin the interior of the State of New-York, comes directly to a subject of much interest to a large portion of our readers and the community at partment of Railroads and Canals, the favor of such a statement of the rates or charges, both for passengers and freight, as will enable us to furnish the necessary information.

DEAR SIR,-I take the liberty, which I presume will be kindly indulged in a subscriber to your valuable Journal, (whatever may be the course adopted,) to suggest two improvements

in the paper, viz:

1st, To the large fund of useful information respecting the construction and cost of rail-ways and engines, &c. and the occasional road, or to avoid claims for damages. views of aggregate and daily income, &c. information directly essential to the actual or intended Stockholder or Engineer, that you will collect and add a species of information no less interesting to that portion of your readers who neither have nor expect any immediate con-cern in the stock of railways, &c.: a detail of the charges for passage and transportation, with the distances, &c. on the most prominent railroad and canal routes in the Union .utility of this information to merchants, per sons travelling, and the curious inquirer into the relative benefits of railways and canals, will be seen at a glance.

2d, That in selecting from the pages of the London Mechanics' Magazine, you will favor us as far as possible with all those improvements in mechanics, &c. that are applicable to the uses, and which come within the means, of the citizen of moderate fortune. Your subscriber here humbly conceives, that where a portion of valuable matter must be excluded, a large majority of your readers would preser to be informed respecting improvements of the above A few days since, as the train was passing description to those adapted only to the heavy

[From the Boston Daily Advertiser.]

BOSTON AND LOWELL RAILROAD.—From the 2d annual report it appears that, during the past year, the location has been determined and the road laid out through the whole line; and the damages have been settled for lands and fences for about half the line in length. The grading of the road, namely, the excavation and embankment along the whole line, with the exception of three deep cuttings in Charlestown and Meda sufficient width for two tracks. The bridges in the country (one over Patucket canal excepted) are under contract, and in a state of fortelligent and highly respectable gentleman living wardness; and the materials for those over Charles river and Patucket canal are on hand and contracted for. The rails are laid for a single track, about 3800 feet, from Miller's creek to Winter hill, and a sufficient quantity of the large: we therefore take the liberty of publishing, and we would respectfully request of gentle. miles. To facilitate the crossing of Charles men who have charge of the transporting de-partment of Railroads and Canals, the favor of which must be removed in graduating the road, the Corporation have purchased of the propri-etors of the Canal Bridge all their flats lying north of their bridge and between the channels of Charles river and Mill creek, except a piece for a toll house. A tract has also been purchased in Charlestown, containing a ledge of rocks, which has proved of much value in the construction of the road, and various other tracts have been purchased, which were necessary either for the proper construction of the comotive engines have been imported, and materials have been provided and contracts made for 100 cars, to remove the earth from the deep cuttings. Seven assessments upon the stock have been made, amounting to \$300 per share, the amount received from which is \$310,050.-A balance of interest of \$364 08, has been also received, with rents amounting to \$77 77; and on loans and an acceptance of iron, \$16,371 93; making the whole amount of receipts \$326,-863 78. Since the commencement of their undertaking, to the 20th ult. the whole amount expended has been \$325,779 55.

[For the American Railroad Journal.]

Note.—Thro' inadvertence, the formula v = in the T+1 following communication, is placed with the succeeding or final formule, instead of being inserted after the paragraph beginning with "Substituting this value," &c.—Printer.

The Treatise on Railroads written by Nicholas Wood, contains a table exhibiting the performance of certain locomotive engines, moving with different loads, and upon planes of on the Newcastle and Frenchtown Railroad, the capitals of large Companies. But of this your different inclinations. This subject is an interesting one to the practical engineer; and to

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the speculative mathematician it presents a problem for investigation.

formance of these Engines, is the uncertainty which seems to exist with respect to the amount $\sin (z - A)$. Hence, of the loss of leverage under which the pressure of the steam in the cylinders must act, in communicating motion to the travelling or adhesion wheels. For with respect to steam engineers in general, a great source of loss in power arises from the oblique action of the connecting rods in communicating a rotary motion to the crank.

the above named treatise, are capable of ex- And hence the following general erting a motive force qual to 30 per cent: of the whole pressure of the steam upon the pistons. the truth. Indeed, as the effective pressure will vary with the length of stroke, and the di- crank, during each complete revolution, abameter of the adhesion wheels and other things, it is impossible from any principles which would lent to a constant and uniform pressure of very seem to have been contemplated by Mr. Wood, to make any just estimate of the effective pressure of the steam in engines differently constructed in those respects. The loss of effect, as far as the crank alone is connected, is susceptible of being determined by a strict mathematical investigation. For the object of inquiry will evidently be to ascertain what must be the value of a constant and uniform force, which, acting at the extremity of the crank, in the direction of its motion, will communicate the same momentum, in the time of one complete revolution, as is communicated by the variable pressure of the connecting rod, in the same time

The differential and integral calculus renders this an inquiry of easy solution. I take the following notation: P= given force or pressure of the steam upon the piston; P' = pressure communicated from the piston to the connecting rod; P" = pressure communicated from the connecting rod to the extremity of the crank, in the direction which produces a motion of ro tation; P" = effective pressure of the steam upon the crank, or an uniform pressure, required to act upon the extremity of the crank, in the direction of its motion, in order to generate the same momentum in a given time, as is generated in the same time by the variable pressure P"; k =length of the connecting rod; h =length of the stroke of the piston.

There are evidently two points in each revolution of the crank, which gives P'' = o; and two other points nearly in the middle between the former, which gives P" a maximum. Take therefore a circular arc z, to radius unity, containing the angle between the position of the crank at any time, and the remote point where P''=o.

The quantity of motion, communicated to the crank by the pressure P" in an instant of time, is, agreeably to the principles of dynamics, represented by $P'' \times dz$; and therefore the whole quantity of motion, commuicated to the crank, in describing the arc 2, will be represented by the integral of $P'' \times dz$. But the whole quantity of motion which the constant pressure P" would generate in describing the same arc, is in like manner represented by $P''' \times z$.

When therefore those two quantities of motion are made equal, the general expression is,

$$\mathbf{P}''' = \frac{\text{Integral of } \mathbf{P}'' \times dz}{z}$$

The principal difficulty in estimating the per- lows from the principles of mechanics, that $\|\mathbf{P}' = \mathbf{P} \times \mathbf{Cos. A}$; and also, that $\mathbf{P}'' = \mathbf{P}' \times \mathbf{P}'$

 $P'' = P \times Cos. A \times sin (z - A).$ Substitute for Cos. A and sin A, their values expand $\begin{cases} 4k^2 - h^2 \sin^2 z \end{cases} \stackrel{\frac{1}{2}}{=} into a series; and$ because 2k is always much greater than h, omit all quantities which contain $\frac{h}{2k}$ beyond the first power; multiply by dz, and integrate. The Some of the English engines, according to result, when $z = 180^{\circ}$, is very nearly $P''' = \frac{2}{3}P$.

THEOREM:—A rotary motion being communicated to a crank, from the oscillations of the But it will appear from the following remarks, piston rods of a steam engine, by means of that an estimate of 30 per cent. much exceeds connecting rods much longer than the length of the crank: I say, the effective force upon the stracting from inertia and friction, is equivanearly two-thirds of the whole force of the for the value of v given above, the following steam upon the piston rods, acting at the ex- general formula is the result, viz. tremity of the crank, in the direction of its motion.

> Having now found the effective pressure upon the crank, it is easy to determine what part of the whole force of the steam upon the pistons the adhesion of the wheels = 1120 lbs. In this is communicated to the periphery of the adhe-case therefore, $v = \frac{27000}{1870} = 17\frac{1}{3}$ miles per hour, sion wheels of the engine.

Let r be the radius of those wheels, and take E to represent the force communicated to the peripheries thereof. The principle of virtual ve- given in said report very nearly. locities, gives E : P" : : velocity of the exscent of the piston, produces 1 part of a revoone revolution of the adhesion wheels. It thus ascent or descent in a distance unity is follows that $E: P''': \frac{h}{2}: \frac{2r}{u}$; or, $E=P'''\times \frac{uh}{4r}$. The following is then the general form and substituting for P" its value ? P, the following practical formula is at once obtained, $\mathbf{E} = \mathbf{P} \times \frac{u \, h}{2}$

In the "Planet" engine, described by Mr. Wood, the following values obtain, viz. r = 2.5ft. h=1.33 ft. and u=2; and therefore in this case $E = P \times \frac{8}{43}$: showing that engine to be capable of yielding an effective pressure of only about 17 per cent. of the whole pressure upon the pistons, even without regard to inertia and friction. This engine is stated by Mr. Wood to be capable of yielding an effective pressure of upward of 30 per cent.! Indeed, the effecive pressure of the English engines appear to be much overrated by Mr. Wood, as will be seen from an application of the above formula.

In an engine recently constructed for the Lexington and Ohio Railway, the following values are given, viz: r = 1.5, h = 1.5, and u= 2; and therefore $\mathbf{E} = \mathbf{P} \times \frac{1}{3}$; indicating an effective pressure of 33 per cent. when inertia and friction are not considered.

Let T = force of traction in lbs. which an

Taking an arc A, whose sine is $\frac{h \sin z}{2k}$, it follows engine may be required to exert upon its own carriage and upon the load; f = a force of traccarriage and upon the load; f = a force of traction in lbs. which is equivalent to the inertia and friction of the machinery of the engine : c = surface area of pistons in sq. feet; p =pressure per sq. inch upon the pistons; b =gallons of water which the boiler is capable of evaporating into steam per hour; v = rate of travelling in miles per hour.

> From known principles the following formula is soon obtained, viz:

$$v = \frac{15 \, br}{4 \, uchp}$$

The whole pressure upon the pistons is denoted by 144 pc; and therefore 144 pc $\times \frac{uh}{6r} =$ effective pressure, without inertia or friction; or, 144 p $c imes rac{u\,h}{6r} - f = ext{T}$; and eliminating p, the result is,

$$p = \frac{r \times (T + f)}{24 c u h}$$

Substituting this value for p, in the expression

Taking the case of the engine "Atlantic," as given in a report of the chief engineer of the Baltimore and Ohio Railway, the following values obtain, viz: b = 300 gal. f = 450 lbs. and being the velocity with which this engine will travel when exerting a force of traction equal to the adhesion of its wheels; the same result as

A general expression has thus been investigattremity of the crank : velocity of the peri- ed, for determining the velocity with which a givphery of the adhesion wheels. But in uniform en locomotive will be capable of travelling, when motion, the velocity is as the space directly and it has to effect any given force of traction. But time inversely; and supposing the gearing of upon curves the traction will vary with the vethe engine to be such, that each ascent or de-locity, in which case a different formula will be required. Let w denote the weight in lbs. of an engine, capable of moving a load with the carlution of the adhesion wheels, the time of one riages whose weight in lbs. is W, with a velorevolution of the crank, will be $=\frac{2}{u} \times \text{time of}$ city v in miles per hour, upon a curve whose radius in feet is R, and upon a grade whose ascent or descent in a distance unity is n, and

The following is then the general formula:

The following is then the general formula:
$$v = \frac{90 \ b}{T + f}$$

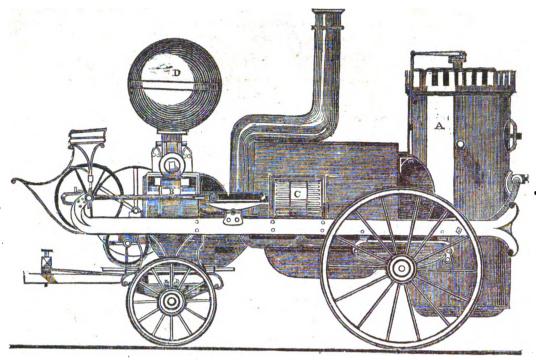
$$V^3 + V \times 60R. \left\{ m + n + \frac{f}{w + W} \right\} = \frac{5400 \ R \ b}{w + W}$$

Which cubic will give the velocity when the engine moves under circumstances of various loads, grades, and curvatures. The investigation I omit for want of room in this Journal, and will only observe, that it is easily obtained from the preceding.

Should the calculations given above be found, upon further examination, to be defective in principle, still it is hoped that they may be the means of suggesting to the scientific engineer some hint which may guide him in the pursuit of an investigation leading to results more consonant with experience; and thereby enable him to estimate the performance of any proposed locomotive engine, from the pressure and quantity of steam given, with more precision than seems to have been hitherto understood. v. D. G.

Lexington and Ohio Railroad 18th Dec. 1832.

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[From the London Mechanics' Magazine.]

THE STEAM FIRE ENGINE "COMET."—We give on the preceding page an engraving of a duct for back water through the valves, 1, new steam fire engine, which has been built by leaves for the effectual result 2.7 cubic feet; Mr. Braithwaite for the King of Prussia, and has been named the "Comet," (in honor we presume of the portentous stranger whose near approach is

with fear of change Perplexing monarchs.)

It is intended to be exclusively employed for the protection of the public buildings of Berlin, and will in a day or two take its departure for that capital. On Monday last we were present at a public trial of its capabilities at Mr. Braithwaite's Wharf, on the Paddington Canal, and we now proceed to report the results of which we were eye-witnesses.

But first, a word or two by way of description: the engine, it will be seen, bears a gene ral resemblance to the one of which we gave an account of in our 340th number, and, which has been repeatedly employed with so much effect at fires in this metropolis. A, the boiler, is on the same plan as that of the Novelty with this exception, that the combustion is promoted by means of an exhauster F, instead of a bellows; the flue is in two lengths, and the greatest diameter 5 inches. The steam cylinder, (C) is 12 inches in diameter, with a 14 inch stroke. The water cylinders, (of which one only (B) is seen in the engraving,) are ten and a half inches in diameter, with also a fourteen inch stroke. The steam from the eduction pipe is conveyed through two coils of tubing laid in the water tank, and imparts a considerable degree of heat to the water before it is transferred to the boiler. D is the air vessel, E the furnace grating. The feed pump, (not seen in the engraving), is equal to the supply of from 20 to 25 cubic feet of water per hour.

The steam having been got up (in 20 minutes as we were informed) and the pressure in the boiler being at 70 lbs. the square inch, the engine was set to work with a single pipe applied, of 14 inch in diameter. The height to which the water was ejected could not be less than from 115 to 120 feet. The number of strokes per minute was eighteen, which gives for the quantity of water thrown 1 ton 7 cwt. 13 lbs. per minute. For,

The water cylinder being 101 in diameter, the area of the water piston must be 86.6 square inches:

And a 14 mch stroke of the engine, gives for the length of the stroke in the water cylin-this cost must produce a corresponding reduc-instead of being raised upon its surface, then, der 56 inches;

Therefore, $86.6 \times 56 = 4849$ 6 cubic inches

And, multiplying 2.7 by 18, the number of strokes per minute, we have 48.6 cubic feet per minute = 3037 lbs. = 1 ton 7 cwt. 13 lbs.

Two pipes were afterwards substituted. 7-8 inch in diameter; then four of 5-8 inch in diameter; and the effect produced in each instance was as nearly as possible equivalent to that obtained by the 14 inch jet.

The average working power of the engine may be therefore stated at between 80 and 90 tons of water ejected per hour.

The consumption of coke per hour is about

three bushels.

The sum agreed to be paid for the Comet is £1200; but we should imagine that this can scarcely be a remunerating price for an engine of such magnitude and power, and finished in a style of workmanship which called forth the most unqualified encomiums from the numerous engineers and other scientific persons present at the exhibition of Monday last.

· The following able, yet not more able than true, exposition of the advantages of Railroads, is from the Edinburgh Review. It is but a plain statement of facts, yet they are so clear. ly and forcibly stated, that they can hardly fail to convince those who still doubt the truths therein set forth. We should be gratified to see them extensively copied.

RAILWAYS.—Railways are in progress be tween the points of greatest intercourse in the United Kingdoms, and travelling steam engines are in preparation in every quarter for the common turnpike roads; the practicability and utility of that application of the steam engine having not only been established by experiment to the satisfaction of their projectors, but proved before the legislature so conclusively, as to be taken for the foundation of parliamentary enactments.

The important commercial and political effects attending such increased facility and speed in the transport of persons and goods, are too obvious to require any very extended notice here. A part of the price (and in many cases a considerable part) of every article of ne cessity or luxury, consists of the cost of transporting it from the producer to the consumer; and consequently every abatement or saving in

that is to say, of every thing which is necessary for the subsistence of the poor, or for the enjoyment of the rich, of every comfort, and of every luxury of life. The benefit of this will extend, not to the consumer only, but to the producer; by lowering the expense of transport of the producer, whether of the soil or of the loom, a less quantity of that produce will be spent in bringing the remainder to market, and consequently a greater surplus will reward the labor of the producer. The benefit of this will be felt even more by the agriculturist than by the manufacturer; because the proportional cost of transport of the produce of the soil is greater than that of the manufactures. If 200 quarters of corn be necessary to raise 400, and 100 more be required to bring the 400 to market, then the net surplus will be 100. But if by the use of steam carriages the same quantity can, be brought to market with an expenditure of 50 quarters, then the net surplus will be increased from 100 to 150 quarters; and either the profit of the farmer or the rent of the landlord must be increased by the same amount.

But the agriculturist would not merely be benefitted by an increased return from the soil already under cultivation. Any reduction in the cost of transporting the produce to market would call into cultivation tracts of inferior fertility, the returns from which would not at present repay the cost of cultivation and trans-Thus land would become productive which is now waste, and an effect would be produced equivalent to adding so much fertile soil to the present extent of the country. It is well known that land of a given degree of fer-tility will yield increased produce by the in-creased application of croital and labor. By a reduction in the cost of transport, a saving will be made which may enable the agriculturist to apply to tracts already under cultivation the capital thus saved, and thereby increase their actual production. Not only, therefore, would such an effect be attended with an increased extent of cultivated land, but also with an increased degree of cultivation in that which

is already productive.
It has been said that in Great Britain there are above a million of horses, engaged in various ways, in the transport of passengers and goods, and that to support each horse requires as land as much would upon an average support eight men. If this quantity of animal power were displaced by steam engines, and the means of transport drawn from the bowels of the earth,

much land would become available for the sup- || great a change in the powers of transition of || day of trial, ran a mile in a minute, while Steport of human beings as would suffice for an additional population of eight millions, or, what amounts to the same, would increase the means of support of the present population by about one-third of the present available means. The land which now supports horses for transport, would then support men, or produce corn for food.

The objection that a quantity of land exists in the country capable of supporting horses the metropolis, will become its suburbs; oth-alone, and that such land would be thrown out lers, now at a day's journey, will be removed alone, and that such land would be thrown out of cultivation, scarcely deserves notice here. to its immediate vicinity; business will be car-The existence of any considerable quantity of ried on with as much ease between them and such land is extremely doubtful. What is the the metropolis, as it is now between distant soil that will feed a horse, and not feed oxen or slicep, or produce food for man? But even if habitations of various classes of citizens enit be admitted that there exists in the country a gaged in active business in the towns, will be small portion of such land, that portion cannot exceed, nor indeed equal, what would be sufficient for the number of horses which must, after all, continue to be employed for the purpose of pleasure, and in a variety of cases where steam pleasure, and in a variety of cases where steam ants together, story upon story, in a confined must necessarily be inapplicable. It is to be respace; and by enabling the town population to membered also, that the displacing of horses in one extensive occupation, by diminishing their price, must necessarily increase the demand for them in others

The reduction in the cost of transport of manufactured articles, lowering their price in the market, will stimulate their consumption. This observation applies of course not only to home but to foreign markets. In the latter we already, in many branches of manufacture, command a monopoly. The reduced price which we shall attain by cheapness and facility of transport, will still further extend and increase our advantages. The necessary consequences will be an increased demand for a manufacturing population; and this increased population again re-acting on the agricultural interests, will form an increased market for that species of produce. So interwoven and that species of produce. So interwoven and even ploughing the great oceans of the world. complicated are the fibres which form the texture of the highly-civilized and artificial community in which we live, that an effect produced on any one point is instantly transmitted to the most remote and apparently unconnected parts of the system.

The two advantages of increased cheapness and speed, besides extending the amount of existing traffic, call into existence new objects of commercial intercourse. For the same reason that the reduced cost of transport, as we have shown, calls new soils into cultivation, it also calls into existence new markets for manufac ured and agricultural produce. The great speed of transit, which has been proved to be practi cable, must open a commerce between distant points in various articles, the nature of which does not permit them to be preserved so as to be fit for use beyond a certain time. Such are, for example, many species of vegetable and animal food, which at present are confined to markets at a very limited distance from the grower or feeder. The truth of this observation is manifested by the effects which have followed the intercourse by steam on the Irish Channel. The western towns of England have become markets for a prodigious quantity of Irish produce, which it had been previously impossible to export. If animal food be transportd alive from the grower to the consumer, the distance of the market is limited by the power of the animal to travel, and the cost of its support on the road. It is only particular species of cattle which bear to be carried to market on common roads and by horse carriages. But the peculiar nature of a railway, the magnitude and weight of the leads which may be transported on it, and the prodigious speed which may be attained, render the transport of cattle of every species, to almost any distance, both easy and cheap. In process of time, when the railway system becomes extended, the metropolis and populous towns will therefore become markets, not as at present to districts within limited distances of them, but to the whole country.

persons and intelligence from place to place, are not easily calculated. The concentration of mind and exertion which a great metropolis always exhibits, will be extended in a considerable degree to the whole realm. fect will be produced as if all distances were lessened in the proportion in which the speed and cheapness of transit are increased .-Towns, at present removed some stages from points of the metropolis itself. The ordinary at what are now regarded considerable distances from the places of their occupation. The salubrity of cities will thus be increased by superseding the necessity of heaping the inhabitspread itself over a large extent of surface, without incurring the inconvenience of distance.— Let those who discard speculations like these as wild and improbable, recur to the state of public opinion at no remote period on the sub-ject of steam navigation. Within the memory of persons who have not yet passed the meri dian of life, the possibility of traversing by the steam engine the channels and seas that surround and intersect these islands, was regarded as the dream of enthusiasts. Nautical men and men of science rejected such speculations with equal incredulity, and with little less than scorn for the understanding of those who could for a moment entertain them. Yet we have witnessed steam engines traversing, not these channels and seas alone, but sweeping the face of the waters round every coast in Europe, and necting the most distant habitable points of our planet, it is not because it is inadequate to the accomplishment of that end, but because local and accidental causes limit the supply of that material from which at the present moment it derives its powers.

STEAM ENGINE.-The following very extraordinary performance of a locomotive engine, on the Philadelphia, Germantown and Norristown Railroad, is taken from the Philadelphia National Gazette. According to this description Mr. Baldwin has outdone all who have constructed locomotives before him; and we may say also, the most sanguine anticipations of the friends of railroads. At 60 or 40, or even 20 miles the hour, a complete revolution would be effected in the mode of doing business; and it will be done, too, before many years.

The extraordinary speed and power of the locomotive on the Germantown Railroad should excite more attention than it has obtained from the enlightened community in which it has been made. It is the more remarkable because ti is in many points original, and because it is in many points original, and because it is the very first working engine of the locomotive kind made by Mr. Baldwin, and yet it has surpassed in fleetness and proportional working power, any engine of whose performance we have been able to find any authentic account. In the celebrated trial of speed and power on the Liverpool and Manchester Rail-road, the "Novelty," of Braithwaite and Erick-son, took the palm for swiftness, and the "Rockof Stephenson that for power and efficien-The former has not been since heard of, because of its want of adaptation to useful purposes, whilst the slower engines of Stephenson have been at work on almost every English railroad. According to the partial estimate of its friends, the Novelty, on that fine

phenson's engine requires a minute and a quarter to pass over the same space, or travelled on a straight and level road at the rate of 40 miles per hour. At present his locomotives take an hour and ten minutes to go the thirty miles between Low-hill and the depot at Manchester. In the trials recently made on Mr. Baldwin's engine, the road was muddy so as to impair the grip, and to lessen the smoothness, and she was used immediately after her return from her afternoon's trip to Germantown. For the experiment a space of two miles and a quarter was selected, in which there are four curves, and several very muddy crossways. In passing through this space the steam was off at each curve so as to visibly lessen the speed, and yet the whole distance was passed over in 3 minutes and 3-8ths. It was therefore done at the rate of 40 miles per hour. straight lines the speed seemed much greater, but no estimate of it was then made. On a subsequent day, however, when Dr. Patterson, of the University of Virginia, was in the 'tender,' the mile on a straight line was run through in 58 seconds according to the estimates of one computer, whilst another observer of time counted 52 seconds. That the distance might have been run in less time was obvious to all, for Mr. Baldwin made the engineer cut off the steam entirely, to check a career which he feared might become too great for the strength of the road, or the tenacity of the parts of the locomotive. At 58 seconds, the speed was more than 62 miles per hour. From this rapid move ment no inconvenience was felt by the passengers: but a stiff breeze was produced by the quick metion through the air so as to endanger the security of the hats.

By the contract the weight of the engine was, we understand, limited to 5 tons, so that on a muddy rail the weight is not such as to secure a grip for a very long and heavy train of cars. What the engine could draw on a clean road cannot be well ascertained, for another reason. The rails not being inclined laterally, the space pressed by the inclined rim of the wheels is very limited; but when over-loaded, the engine has shewn her great power by turn-ing her wheels on the rails, whilst the grip was not adequate to the propulsion of her load. By this we perceive that she can pull as much as it is possible for any engine of the same weight to pull on that road. Although formed on the basis of Stephen-

son's engine, Baldwin's is superior in simplicity and compactness. The boiler is lighter in front, the pumps are formed in the guide rods, there is but one rod and rock shaft attached to the main valve; the throttle valve is a sliding one, placed close to the station of the engineer, and managed by a very short rod and lever. eccentric has no lateral motion, but is reserved by moving the rod to the opposite side of the centre of motion of the rock-shaft.

Power and fleetness having been adequately obtained, simplification was that for which Mr. Baldwin sought, and in that he has succeeded so well as to leave little if any room for more pruning. The arrangements are such, too, as to enable the engineer to observe and correct defects without penetrating to the interior of the boiler. A man-hole is therefore unnecessar

On the whole, as the first instrument of its kind, containing so many new points, and issuing from the hands of a mechanic who never before constructed such a machine, its strength, ease of motion and fitness, must appear remarkable. As far as our opportunity of judging goes, we are warranted in esteeming this engine the best that has yet been constructed in any country, and fully capable of going at the highest speed compatible with comfort or

PETERSBURG RAILROAD.—The annexed letter from the Danville, Va. Reporter, we presume to be from General CABEL, the senior editor, we The moral and political consequences of so railway, cleaned for the occasion, and on a set believe, of that paper, and a member of the

in vivid colors the delightful sensations produced portion of our citizens. by a first excursion on a Railroad. We hope it may have a tendency to induce other Virginians to visit the Petersburg Railroad, and enjoy similar pleasures: as every visit from such a man as Gen. Cabel will make many proselytes to the Railroad system; and Virginia will soon be aroused to her true interest, and other parts of the state will do as Petersburg has done.

[From the Danville Reporter.]

The following interesting letter in relation to this great work of Internal Improvement must be exceedingly animating to the citizens of Danville, and indeed of all persons interested in the prosperity of the Upper Roanoke country. We have ever regarded it a magnificent enterprize, worthy the most liberal patronage of the State. The people of Petersburg will receive upon its completion, in addition to the renown of unrivalled enterprize, energy, and public spirit, the golden reward which she so justly

of unrivalled enterprize, energy, and public spirit, the golden reward which she so justly merits.

Petersburg, Christmas night, 1832.

To the Edators of the Danville Reporter:—

Perfectly well acquainted as you are with my sentiments on the subject of Internal Improvement, you will not be surprised at the expression of the real delight I experienced this day, in one of the coaches drawn by the locomotive Engine (the Roanoke) from the depot, at North Spring, two miles south of town, to Bellefield, a distance of forty-five miles from this place by the old road, and upwards of forty by the Railroad Line. We reached Bellefield at 12 o'clock, after a passage, including at least half a dozen halts, at different places, for various purposes. The party, of which I had the honor to be one, consisted of several members of the Senate and House of Delegates, the President, Engineer and Officers of the Company, and a number of gentlemen of the highest respectability, residents of this place, besides some strangers, also highly respectable. From the officers of the company, and the gentlemen above alluded to, we received the most distinguished politeness. Our return trip from Bellefield to the North Spring was made in two hours and fifty minutes, forty minutes of which was employed either in receiving or letting off passengers, and in taking in fuel and water. On some portion of the route, I was informed that we passed at the rate of upwards of forty miles to the hour. The influence of such a ride upon our feelings is absolutely electrical. Now winding your way through an interval of deep cutting, your road lies fifteen or twenty fiset below the natural surface, then reduced and smoothly graduated, now rising from five to thirty feet above the natural surface, gliding over the earth at the rate of twenty miles an hour, the very trees of the forest appearing to be wellzing on either hand as you sweep by, and yet, you sit so steadily that you may read or even write—crisinal, than the realities of spectacle exhibited before ou

THE SENECA AND CAYUGA CANAL.—'The following statement, politely furnished us by Col. N. Ayrault, the collector at this port, presents a gratifying increase of our canal revenue, and of the business and commerce of our Lake. was predicted by its early friends and advocates, the Seneca and Cayuga Canal will soon become one of the most important and profitable links in

our great chain of internal improvements.

The tolls of this year amount to more than fourteen thousand dollars, being an access of more than two thousand dollars over those of

In the course of another year the Chemung and Crooked Lake Canals will be opened, and will pour the products of a fertile and exten-

present Legislature of Virginia. It sets forth | wealth and comforts of an hitherto isolated | mounting in the whole to \$17 a share; the

If it be true, as it doubtless is to a very great extent, that the productive industry of a country, and consequently its social and moral improvement, are in proportion to its advantages of market, and the facilities of intercourse, there are still large sections of our state that have strong and undeniable claims upon the tablish a line of steam-carriages between this prosecution of our favorite system of internal improvement. Wise and enlightened legislation will seldom be controlled solely by pecuniary considerations. A mere calculation of cessful, the line will be continued to Newburydollars and cents is altogether too sordid in its port .- [Salem (Mass.) Gazette.] character, and too limited in its results, to comport with its dignity, or to accomplish the high purposes of a government whose boast and distinction it is that it secures the greatest possible amount of human happiness. The paddington-wharf, and which professes to be, ability of the state, indeed, should always be a primary consideration. That this, considered simplification of its machinery, a decided imin reference to its present and prospective resources, is most abundant to meet all justand equitable demands upon it, there is no question. It is much to be hoped that those portions of our citizens, who have hitherto been excluded from legislative beneficence, will be permitted to participate in those favors which their neighbors so extensively enjoy, and to which they have so liberally contributed.

Schedule of Produce and Miscellaneous Property cleared at the Collector's Office, Geneva, from April 4th to December 15th 1832.

December 15th, 1532.		
Wheat,	bushels,	228,550
Barley,	"	11,385
Rye, Corn and Oats,	44	2.034
Flour,	barrels.	23,988
Pork and Beef,	44	2,256
Whiskey, Gin, Cider, &c.	44	616
Ashes,	44	1,926
Butter and Lard,	kegs,	3,518
Peaches, Fruit, Beans, &c.	pounds,	278,549
Plaster,	• •	3,389,771
Staves, Heading, &c.	44	2,378,110
Wool,	**	69,248
Furniture, Hops, Tallow, H	ides,	
Skins, Leather, Rags, Ch	9080,	
Hardware, Tin, &c.	- 44	468,000
Glass,	boxes,	1,756
Lumber, &c.	feet,	2,820,627
Timber,	44	250,806
Shingles,	thousands,	16,319
Bran and Shorts,	bushels,	3 ,53 3
Wood,	cords,	1241
Also Manshandina and Mine	Managua Propa	wto remeter

Also, Merchandise and Miscellaneous Property, reported at the Collector's Office, Geneva, from the East, during the same time.

Merchandise, Furniture,	pounds,	8,432,535 468,673
Clay, Sand, Brick, Lin Stones, and Marble,	ne, G.	442,992
Salt,	barrels,	17,065

Amount of tolls received at the Collector's Office, Geneva, from April 4th to December 15th—thirty-five thousand seven hundred and seventy-four dollars and sixtyeight cents! of which sum six thousand four hundred and forty dollars and ninety-nine cents was received from the Cayuga and Seneco Canal.

N. ATRAULT, Collector. Collector's Office, Geneva, Dec. 15, 1832.

[From the Boston Daily Advertiser.]

BOSTON AND PROVIDENCE RAILROAD .- On Saturday last, the first report of the receipts and expenditures and of the proceedings of the Directors of the Boston and Providence Railroad was presented to the Senate. It states, that the Board of Directors, shortly after they were chosen in July, 1831, employed Wm. G. McNeill, Esq. as their engineer, who proceeded to make the requisite surveys, and was afterwards contracted with by the directors as their chief engineer and agent for the completion of the surveys, and the construction of the road. In consequence of his surveys and examinations, the Directors were persuaded of the superior advantages of the route through Sharon, which was accordingly adopted, and a portion of the road located from Waitt's mill in Roxbury to the summit level in Sharon. The residue of the route has been accurately surveyed. and will be fixed as soon as the progress of the sive country through this channel: thus at once tract, and is proceeding with all practicable dispairs, excepting the charge for one new set of adding to the resources of the state, and to the patch. Four assessments have been laid, a lire bars.

whole amount received by virtue of these is \$63,190; nothing has been received from any other source except \$16 75 for interest. whole amount expended is \$18,669 28.

We learn that subscriptions were taken last week for a new joint stock company, to es-

[From the London Times.]

New Steam-Carriage.-A steam-carriage, constructed by Col. Macirone and Mr. J. Squire, by the superiority of its peculiar boiler, and the provement on all former vehicles of that description, has been exhibited for some time past in the neighborhood of Paddington. We drove out in it a few days ago along the Harrow-road, with, in all, 11 persons. The utmost velocity on level ground was near 10 miles an hour; a part of the road covered with a coating of loose wet pebbles was crossed at a rate of about 8 miles; and the bridge over the Grand Junction Canal, where the steep is rather a smart one, at 4 or 5 miles an hour. It ought to be observed, that at this time the first fire was burning, and that therefore the boiler might not have been heated to its maximum. The jolting was not much greater than an ordinary stage-coach. When moving rapidly, the noise of the engine was lost in that of the carriage, but observable to the passengers as soon as the speed diminished. Some of the horses on the Harrowroad shied on seeing it.

The appearance of the vehicle, its boiler and grate being covered with a casting of sheet iron, and surmounted by a short chimney, scemed to be the cause of this, as there was no smoke perceptible. But on running down the Edgware-road, followed by a delighted crowd of boys and girls, it caused no alarm to the horses there. The command of the conductor over it was remarkable. Its speed was readily diminished, short turns were made with apparent ease, and hills were descended at a satisfactory pace. The whole distance travelled was about five miles, and in performing this, 3-4ths of the first supply of coke was expended. We were not able to witness the results of the second fire.

On setting out the proprietor stated that the pressure on the boiler was 300lb. the square inch, and the pressure on the pistons nearly the same. The weight of the whole vehicle when ready to move, with its supply of fuel and water, was stated by him at 24 tons. Weight of the boiler 17 cwt. thickness 3-16ths of an inch, usual quantity of water in it 20 gallons, utmost distance ever travelled with one supply of fuel and water near 12 miles, utmost cost of fuel per mile 3d, diameter of the (two) pistons 7 inches each, piston stroke 16 inches, the length of the steam-pipe, which he asserts does not affect the power at the working point, seemed to us about 12 feet. Descending from the boiler, it turns horizontally, runs under the body of the vehicle to the conductor's seat, then turns backward at rather a sharp curve, and enters the cylinders.

The pistons are connected with a frame, which rests on one pair of very free elastic springs, placed at the front of the carriage. he boiler rests on much stronger ones, but also clastic. It may be necessary to mention this, as it has been said that in steam-carriages the springs have been springs only in name. The boiler is not tubelar, but the proprietor declines stating its peculiar nature until he has One circumstance stated secured a patent. by him is remarkable. He positively declares that though his steam-carriage has worked, work shall require. The graduation of the on an average, four or five days a-week since part of it which has been located is under con-last June, it has not cost him a penny for reNew Gun introduced into England by M. Jac-||them to the consideration of a remedy. It is an ||ashes, it is natural to suppose that the poor of QUES AUGUSTE DEMONDION. From the London Mechanics' Magazine

The gun is loaded and primed at one opera tion, and is cocked by lifting up the breech to

introduce the cartridge.

The cartridge is of a peculiar kind; containing within itself a tube filled with detonating powder, which, exploding in the very middle of the cartridge, produces a better discharge. It requires a third less powder than common cartridges, and the bore of the gun is greater at the breech than at the muzzle, which makes it car-

ry farther and more correctly.

From the peculiarities of the cartridges and barrel, the cartridges taken from the enemy can be immediately used with the new gun, but the new cartridges will not do for the pieces of the

enemy.

The bayonet is more easily managed in exercising; is more difficult to be pulled off by an enemy; is longer, and the shoulder shorter than usual; therefore it is stronger; and being un-derneath the gun instead of at the side, is more dangerous, and does not interfere with the aim: the charge is completely covered up and protected from wet.

The gun is so easily managed, that with a few hours practice a soldier will fire 10 to 19 shots a minute; and can load and fire upright -marching or standing-one alor lying down-From not having to most as well as the other. use his arm to load, he is less liable to be wounded by the enemy's shot; and for the same reason, the gun is particularly advantageous on board of ship. Moreover it can be loaded easily in the dark.

And although more shots are fired in a minute, the barrel does not heat so much as those of common guns, because at every shot there is a

rush of air through it.

It is very strong, cannot be inadvertently double-loaded, and is free from many of the disadvantages of flint or percussion lock guns.

It is simple, and can be made by common workmen, and all its parts are of regular shape, so that they can be made by machinery, which will reduce its expense below that of ordinary

It is easily cleaned, having neither cocks nor any complicated system of springs; and the ring that holds the bayonet on, has a screw driver on it to unscrew the parts.

AGRICULTURE, &c.

prietor of the New-York Farmer and American Gardener's Magazine:

Gentlemen,—I am constrained to offer my congratulations to the Farmers and Gar- as valuable to the farmers here, as they are in deners of our country, on the prospect of their || Europe. The extreme heat of the summers being furnished with a periodical publication must certainly engender insects in equal if not calculated to exhibit to the attentive reader a fund of information on subjects which are con-lit must be scarcer in some parts of this extenstantly gaining proselytes; and from the circum-sive country, than it is in the dense populated stance of your having introduced into your specimen number, articles on a variety of subjects, I shall be induced to become a more regular correspondent.

The subject on which I am about to treat appears to me to be one of the utmost importance to the Farmer, as well as to the community at large. It must be acknowledged, that although be worth more than a bushel would be, if kept this country contains an abundance of wood, dry and clean. The farmers of Europe concoal, and peat, as well as almost every other description of fuel, that the poor of our large and I am persuaded that could they be fairly cities, in general, suffer greatly from cold; and tested by some of our best cultivators, great mead, the fragrant grove, melodious birds, the if all the tales of woe could be sounded in the good may result to the community. If the farmears of a sympathizing community during our ers of England can afford to keep men under

acknowledged fact, that the poor of Europe are cheaper and better supplied with fuel than those of this country. This arises in a great meain high estimation by Agriculturists; they are consequently a saleable article in their large towns and cities, at a price equal in some instances to half the cost of a winter's fuel

In the third edition of a book I published last Spring, entitled "The Young Gardener's Assistant," I endeavored to stimulate the public to a consideration of this subject; and being convinced of its importance, I beg leave to introduce the following paragraph from page 178 of that work, as being calculated to exhibit the subject in its most important bearings.

"Although our limits will not allow of a further description of the various sorts of insects which injure our gardens, and frequently destroy the first fruits of our labor, I caunot forbear directing the attention of our citizens to the importance of saving all kinds of ashes. If all agriculturists and horticulturists were to offer an inducement to the inhabitants of large cities to save their ashes, in a dry state, they would be supplied not only with a valuable manure, but an antidote for many kinds of insects; and our citizens would be at less risk from fire, by having a brick vault on the premises for safe keeping them. In England, a private dwelling is not considered complete without an ash vault. and a good farmer would dispense with his barn, rather than be destitute of an ash-house. I have known farmers supply the cottagers with as much peat as they could burn, on condition of their saving them the ashes; and there are some that will keep men under pay throughout the year, burning peat for the same purpose and any thing that has passed the fire is so valuable, that a chimney-sweep will frequently clean chimneys for the sake of the soot, which a price sufficient to reward the collector, beer's ashes in cities is a marketable article at all Remarks on the Economy of Peat as Fuel, and times, at from ten to twenty-five cents per the Ashes as Manure, particularly in Reference to the Poor. By T. Bridgeman, Florist and Seedsman. To the Editor and Proprice in the villages of Berkshire and Hampshire."

Now I would ask, how it is that ashes are not greater proportions; and as respects manure. countries of Europe. Perhaps some may answer that ashes are already used by our cultivators to a considerable extent; but I would remind such, that from the circumstance of their being mixed up with other manures and exposed to all sorts of weather, (as in our city,) they loose their virtue, so that a load may not sider peat ashes of more value than any others,

our community may be placed in easier circumstances as respects the article of fuel. Thousands of acres of land are to be found in the sure from the circumstance of ashes being held States of New-York and New-Jersey, and within a few miles of this city, which abound with peat earth; and the owners of such have already began to explore their treasures of this description. Good peat is now to be had in the city at the low price of eight cents per bushel, or three dollars per chaldron. It burns well in all sorts of stoves, and grates, whether made for wood or coal, and also on the hearth; and if the ashes are not used to any better purpose than other ashes have hitherto been, it is the cheapest fuel known. I am persuaded that this subject is worthy of serious consideration, and if the editors of the different papers would arouse the public attention so as to enlist some of our most active citizens to a consideration of the subject, incalculable good may result to the community at large.

If the honourable the Corporation of our city, and others who distribute fuel amongst the poor, gratis, would give them peat instead of wood, it would be much cheaper, and would answer every purpose to the consumers. In such cases twelve bushels may be given in the first winter month to each of the applicants, instead of wood, with a strict injunction that they save the ashes in a dry state, in order to their being taken in exchange for a future supply of peat. It could easily be ascertained how much ashes welve bushels of peat would make, and if a strict attention be paid to the conditions of exchange, it would soon be discovered which of the applicants was most entitled to the distributor's bounty. The same sheds which it would be necessary to provide for housing the peat, could be used as a deposit for the ashes.-If such sheds be conveniently constructed to hold each a moderate quantity, the first which is conveyed miles into the country, and sold at is emptied of peat may be filled with the first ashes that are returned in exchange for a future sides paying all expenses; even the house-keep- supply of fuel, and they could be all used for the same purpose as they become empty. These ashes when fairly tested, may become a merchantable article, as in Europe; and it is very probable that farmers may be induced to take them in exchange for future supplies of peat; they could, however, be conveyed into the counry at a trifling expense, and would no doubt meet a ready sale.

I am persuaded, Mr. Editor, if you should succeed in arousing the public to a consideration of this important subject, that your periodical will be viewed as a public blessing; which like railroads and canals, open channels calculated to extend our intercourse, and thereby promote the general interest and happiness of the inhabitants of this highly favored country.

Yours, most respectfully,

THOMAS BRIDGEMAN. Bowery Road, December, 1882.

THE FARMER.-Happiness seems to have fixed her seats in rural scenes. The spacious hall, the splendid equipage, and the pomp of courts, do not sooth and entertain the mind in any degree like the verdant plain, the enamelled

It is undoubtedly a fact, that in proportion to severe winter, I am persuaded it would arouse pay, perpetually burning peat for the sake of the our population, too many leave the occupation

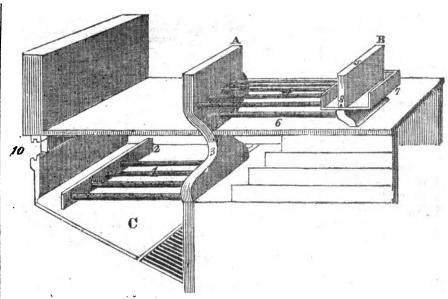


of the agriculturalist for other employments. If this arises from its being considered that the employment of the farmer is not respectable, it very great mistake. Every thing is honorable, which is useful and virtuous. an employment instituted by God himself, and by him particularly owned and blest. It is that on which every thing depends. True, it is laborious; but then labor brings health, and health is the foundation of the farmer, in the condition of independence. His little dominion is his own, his comforts are his own, and he is not at the mercy of the public whim and caprice. It is not necessarily the case, in this happy country, especially, that the farmer must be a stupid ignorant man. He is taught in his youth the first rudiments of education, and he has many spare hours to read. In the heat of a summer's noon, and by the long winter evening's fire, he has much time for his books, and in this country they are placed within the reach of all.

SALT .- A farmer in Missouri asks through the newspapers for the reason why, when the duty on salt has been so much reduced, the price is so much increased? Is it not a fact that high duties often reduce prices, and vice Certainly, so far as high or low duties diminish or increase production or consump-Instance molasses and coffee. soon after a duty of ten cents per gallon was laid on molasses, by the tariff of 1828, its selling price declined in the West Indies and the United States. ted States-for the distilleries were stopped; and coffee, for a year or two past, though the duty had been reduced from five cents to one cent per pound, has been dearer than it was in several preceding years. Duties may, or may not, enhance the price of articles—for price de-pends on supply and demand. The advanced price of salt, as above suggested, may be caused by a discouragement of the makers of it in the west, in consequence of a reduction of duty on the imported article. A brisk competition among producers is the surest means of cheapening commodities to consumers. But it is hard to make the people believe that duties on imports are not always taxes imposed on them; and yet a greater or more injurious mistake can hardly be committed on the subject of taxation. Price, besides, is relative. Tens of thousands of persons were starving in Ireland when potatoes were selling for less than onethird of a cent per pound—at which time they were worth in the cities of the United States one and a half cents per pound; but the first had not the means to purchase potatoes, and hence they were dear in Ireland, though cheap in the United States.-[Niles' Reg.]

BUTTER.-With the exception of leather, we believe there is no single article shipped from this place that bears any comparison to the value of Butter. We have been politely furnished by the two principal freighting establishments in the village, with the quantity of butter shipped by them respectively during the last six ty days, seven-eighths or nine-tenths of which was made in the county of Delaware. quantity shipped by Penfield, Day & Co. was 8,678 firkins; and by Donnelly, Cooper & Co., 3,196 firkins, making an aggregate of 11,864 firkins. Supposing each firkin to contain 100 pounds, which is the common average, it would make 1,186,400 pounds. The average price we are told is about 13 cents per pound, which would amount to the sum of one hundred and sixty-six thousand and ninety-six dollars. [Catakill Recorder.]

To CATCH MOLES .- Many methods are recommended to destroy this troublesome intruder; but a good way, in the want of a better one, is when observing a fresh indication, to remain perfectly still for a short time. The little fellow will soon begin to stir the ground. By a sudden jump and heavy stamp with the foot to close his retreat, he may be taken or killed, if a hoe or an old axe previously provided, is used with dexterity and expedition.



I have sent part of the London Mechanic's Mag-azine, which was published May 19, so that

References.—1, the tubes, 21 inches azine, which was published May 19, so that References.—1, the tubes, 21 inches long, 11 you may select what part you think proper, and inches inside—these tubes put the water in work, which will be of greater power than the one in the Mechanic's Magazine, or Gardener's muse in America, I know not; but the following plan will well repay the expense. The fire-place is on the same principle as Witty's Improved Furnace in the Gardener's Magazine, volume 7th, page 482. It is founded on the modern discoveries in chemistry, and forms so beautiful an instance of the application of scientific principle to the useful arts that I shall entific principle to the useful arts that I shall plan, I have removed one end of the reservoir, attempt to give your readers an idea of it. Coal, when dry, if submitted to distillation, or in other side of the fire to show the tubes; 10, there is words exposed to greater heat, emits a large a sliding door for feeding the fire, as described quantity of aqueous vapor and inflammable in the other plan; C is the fire-place, also desgas and becomes coke, which consists, when cribed in the other plan; A B, to be considered as running all the length of the front flue. the coal is pure, almost entirely of carbonaceous matter. My fire-place is an inclined plane and terminated by a grate, and I also dener's Magazine a plan of a hot water cistern find that it is of no consequence whether the grate is fixed or moveable, like Witty's.

As the fire begins to burn at the lower end, and which is supported by air admitted through the grate, the coal, while it lies on the under surface of the inclined plane, and before it reaches the grate, undergoes a dry distillation, and the steam and gas which are thus expelled, occupy the space above the coal. At the same time the coal which has already undergone this process, and in the shape of coke has reached the grate, is burning, and the air which passes through this coke fire, heats to a very high temperature, sweeps over the surface of the unburnt coal, or the inclined plane, and inflames all the gas as it is evolved. Thus the gaseous matters evolved from the coal are converted by combustion into gaseous vapors, thereby forming steam, and carried off through the flues, Fair of the Niagara District (U. C.) Agricultuwhich are connected, diffusing heat wherever ral Society was held at Clinton, Nov. 6, when it is required without being accompanied with a single particle of smoke, which is a great advantage to hot-house plants. Wood might be Fair of the Society is to be held at the village of burnt in this fire-place the same as coal.

Heating Green-Houses and Dwellings by Hot Water. By Mr. M. Saul, Florist. To the fire, is on the same principle of a locomotive Editor of the New-York Farmer. Sir,—I herewith send you my plan for great, having no boiler or cistern, but tubes in heating by hot water. To save time and room, the fire, which is the reason our Liverpool railsteam engine, which is, I have found to be, very

You will not perhaps have seen in the Garbeing fixed on the top of the flue; you will therefore select what part of this communication you think proper, as you will have observed in the last number of the Gardener's Magazine a notice of Perkins' mode of heatin? by hot water, and I suppose you will have a description of it in the next number for June: so that you may judge for yourself. I wrote to Mr. Loudon to wish him to furnish me with the time it took in getting the water to the boiling point in Perkins' mode of heating, so that I might judge fairly of it, as I have got a drawing of Perkins' which appears to me not so good as Mr. Loudon thinks of it.

I remain, yours, &c. M. SAUL. Lancaster' England, May 29, 1832.

AGRICULTURAL FAIR,-The Cattle Show and St. Davids on the last Tuesday in May, 1839.

METEOROLOGICAL RECORD, FOR THE WEEK ENDING MONDAY, JANUARY 14, 1833. [COMMUNICATED FOR THE AMERICAN BAILBOAD JOURNAL.]

Date	.	Hours.	Barome- ter.	Thermo- meter.	Winds.	Strength of wind.	Clouds from what direction.	Weather and Remarks.
January	8	6 a. m.	29.95	29	NNE	moderate		cloudy
	- 1	10	.83	32			1	
	1	2 p. m.	.72	32		1	i	1
	1	6	.70	33 33	NE	fresh	I	1
		10	.69	33		1	1	
86	9	6 a. m.	.61	32	8W	moderate	w	feir
	i	10	.60	35 39			. .	Γ . .
		2 p. m.	.60	39	ssw	1	}	—clear
	- 1	6	.60	38	8		i i	—hazy in the west
	ı	10	.61	38 36	8 W			cloudy
u	10	6 a. m.	j .50	34	w	1 1		
	!	10	.50	40			NW	••
		2 p. m.	.47	40		1		fair
	- 1	6	.44	37		fresh		snow
	ı	10	.49	28	NW	gale	1	snow
24	11	6 a. m.	.72	17	••	1		clear
	- !	10	.86	18		1		fair
	1	. 2 p. m.	.88	18	WNW	!		clear
	- 1	6	.95	18		strong		
	- 1	10	30.00	17				
£1	12	6 a. m.	.07	18	8W	1	1	••
		10	.10	23 i		i	sw i	fair
	- 1	2 p. m.	.10	27	WNW		NW	
	- 1	6	.19	25	••	fresh		
	- 1	10	.23	24	w			clear
44	13	6 a. m.	.27	21	wsw	1 1		•••
	i	10	.15	28		1	sw.	fair
		2 p. m.	.14	30	8W	1	w	•
	- 1	6 '	.04	30				
	-	10	29.95	30	•			cloudy
41	14	6 a. m.	.83	28	• • •	moderate		fair
		10	.81	34			w	
	[2 p. m.	.78	37	••	fresh	••	
	ı	6	.91	35				••
	1	10	30.08	27	•••	moderate		

[From the Albany Argue] ANNUAL REPORT OF THE COMMISSIONERS OF THE CANAL FUND.

This interesting document was submitted to the Legislature at the opening of the session. Other and pressing matters have prevented us from giving the usual abstract of its statements until now.

The Eric and Champlain Canal Fund is as follows The Eric and Champlain Canal Fund is:
Bonds for sales of lands,
Stocks in Ddl. & Hud. Oswego, and C.
Lake Canals,
Loan to the City of Albany,
Deposites on contracts in 16 banks,
Other deposites in various banks, \$27,768 96 390,000 00 75,000 00 1,200.254 77 1,8-9,998 88

\$3,083,016 61

The fund of the Oswego Canal consists of \$6,243 61 bonds for lands to Onon-taga Sait Springs reservation. The Cayuga and Sameca Canal has no fund.

The receipts and expenditures from 83th Sept., 1831, to 33th Sept., 1832, were as follows:—

Erie and Champlain Canal Fund. Bal. of revenue 1st Oct. 1981, Ball of revenue 1st Oct. 1881,

Rec'd by the Commissioners, during the year—
Tolis, \$1,063,321 03

Vendue duty, 250,424 03 250,424 02 179,096 46 vended duty, Salt duty, Renis of surplus water, Sales of lands, 3.223 45

Add interest on deposites, &c. Paid during the year. Balance on hand 36th Sept. 1982, \$1,389,993 88 Octocgo Cunal Fund.
Received by the commissioners,
aid during the year,

Cayuga & Seneca Canal Fund.
Received by the commissioners,
Paid during the year, \$16,961 53 16 2:2 8a Balance on hand Sept. 36, 1832, \$ 78 45

Cheming Canal.
Balance on hand 1st Oct. 1831, \$10',968 41 1,057 66 Received by commissioners during the year, Paid Juring the year,

Balance on hand 30th Sept. 1932, Crooked Lake Canal.
Balance on hand let Oct. 1831,
Paid during the source. \$19,205 87

Balance on hand 37th Sept. 1831, The aggregate balances in hand on the 30th Sept. 1832, depo-nited it eighteen different banks, amounts to \$1,422,364-32. The receipts and expenditures for the present year are esti-mated as follows:

Recripts of Eric and Champlain Canal (tolls estimated at \$1

\$1,637,421 42 682,666 80

\$19,367 26

Desciencies of revenue, Receipts on Cayugu and Seneca Canul, Expenditures, Deficiency,

The whole amount of the surplus moneys of the Canal Fund under the care of the Commissioners, and applicable to the pay-ment of the Canal Debt, at the close of the fiscal year, Sept. 30, 1833, was \$3,055,247 65, variously invested, loaned and deposited

The earliest period at which any portion of the Canal Stocke become redeemable, is the first of July, 1837, and on that day the following amounts are payable, to wit:

Six per cents,

\$2,093,500 00

\$3,489,000 00

Making a total of From this amount deduct the above means appli-cable to this object, 3.055,247 68

And there will remain a balance as yet unprovided

for 0:

This comparison, however, satisfactorily shows, that the current year will more than meet this balance, and therefore that the fund will be able to pay this portion of the debt about four years before it becomes pay able. The whole remaining portion of this debt falls due on the first of July, 1946, and consists of the following amounts and descriptions of stock, to wit:

Six per cents,

\$850,000 00

Five per cents,

\$,662,035 66

Making a total of

Making a total of

The Commissioners state, that it would have been far more satisfactory to have purchased the canal stock with the surplus moneys, as fast as they came into their hands; but that hitherto all efforts to purchase, upon advantageous terms, have failed; and that the rapid axinction of the United States stocks promises to elevate rather than to depress the price of the state stocks. That they have therefore resorted to the policy of the act of 1831, quathorizing loans to banks); that 'no other plan has as yet suggested itself to the Commissioners, by which the moneys of this fund can be matte so immediately and extensively productive; and, that unless the degree should signify a change of policy, it is their present contemplation to continue these loans to the banks of the State, upon terms which shall seem to them the most lavorable, coupled with the greatest amount of security."

Capital in Manufactures.—We have a table before us, says the Philadelphia Inquirer, furnished by a valuable friend, according to which the whole amount of capital invested in manufactures in 1831. in the States of Virginia, Maryland, Maine, Vermont, New Hampshire, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, and Dela. ware, in all twelve States, was \$40,616,964. This sum was invested in 755 manufactories or mills, which employed upwards of sixty thousand persons, upon whose wages upwards of one hundred and twenty thousand lived.

Notions.—The National Intelligencer of Friday contains an official list of patents for useful inven-Estimated surplus for the year ending Sep. 23, 1831, \$934,754 62 tions and improvements, taken out in 1814, and Receipes of Oswego Canal, \$15,800 00 35,167 36 which have consequently expired during the year which has just closed. They are two hundred and twenty-two, and embrace almost every thing conceivation of twenty-two, and embrace almost every thing conceivation of twenty-two, and embrace almost every thing conceivation of twenty-two, and embrace almost every thing conceivation. There are the "grammatical mirror" "the the end of which, a combined fleet would blockade

water, for "manufacturing corn-brooms and bungs for barrels," hair combs and steam engines, dogchurns and machines "for chopping sausage meat."

From the National Gazette of yesterday.] A singular and unfortunate accident happened yesterday, on the New Castle and Frenchtewn Railroad. In the line proceeding to Baltimore, a spark from the Locomotive fell upon the baggage-car, and set fire to a lady's bandbox, and in a short time, from the rapidity of the motion and force of the current of wind, the whole car was in combustion. Much baggage was destroyed, some valuable jewellery damaged, and injury done to a large amount of bank notes, going to Baltimore from one of our banks ---We are sorry to learn, in addition, that Mr. Binney and Mr. Sergeant, our eminent townsmen, who were among the passengers, suffered the loss of the clothing in their trunks, and have been obliged to return. Their papers were rescued. No steamboat was found at Frenchtown, owing, no doubt, to the ice in the rivers. If coke should be employed in the American locomotives, no danger of accidents of this nature would remain. It is used universally on the British railroads.

Would not the anthracite coal, which emits no sparks, answer as well ?- [ED. N. Y. Am.]

Manufacture of Salt .- The annual report of the Superintendent of the Salt Springs and Inspector of Salt in the county of Onendaga, was made to the Legislature on Saturday. The whole number of bushels of salt inspected during the year 1832, was one million six hundred and fifty two thousand nine hundred and eighty-five; of which one hundred eighty-seven thousand six hundred and fifty-three was coarse salt. The report states that the number of manufactories are substantially the same as at the time of the last annual report, two or three having been erected and the same number gone to decay .- [Albany Argus.]

-On Monday last, (11th inst.) about 2 o' A. M. a bern belonging to the Delaware and Hudson Canal Company, and situate on their Railroad, about 8 miles from this place, was discovered to be on fire, which, with its contents-ten herses and a quantity of hay, were entirely consumed. Eight of the horses belonged to Messrs. Jenkins and Eaton, whose loss amounts to about 900 dollars, and is to them a very severe one. The other two horses, hay, &c. belonged to the Delaware and Hudson Canal Co. whose loss does not probably exceed 300 dollars.—[Honesdale Herald and Inquirer.]

The vestry of St. Peter's Church, Albany, at a meeting held on the 19th of Docember, unanimously invited the Rev. Dr. Ducachet, of Christ Church, Norfolk, to become the Rector of that parish.

The price of a negro carpenter in Virginia is 1200 dollars; a boy of 14 brings 400 dollars.

FOREIGN INTELLIGENCE.

The foreign news by the Columbia, from London, is only a few hours later than before received, yet it is not without interest.

Mr. Maners Sutton, former Speaker of the House of Commons, was about to be again sent there by the University of Cambridge.

London, Tuesday evening, Dec. 4.—We under-stand that intelligence has been received in town from Antwerp down to Sunday at noon, at which date the Franch had not commenced firing on the citadel.

We are also informed that Marshal Gerard is a. ware that General Chasse had been for some time mining the approaches to the place, in consequence of which the French are now employed in countermining before they approach the bastions.

Government, it is said, are in possession of accounts of Sunday's date fron Antwerp.

The Paris correspondent of the London Albion says, " Lotters from Madrid of the 22d inst. received in Paris, intimate a general bolief in that capital of an agreement being about to be concluded between France and England, relative to the recognition of 4,300 00. mud machine," contrivances for burning smoke and Lisbon, and take possession of that capital in the

name of Donna Maria. The Infanta Isabella was||the King will have Antwerp evacuated, as soon as to be declared Regent, and Don Pedro was to quit Portugal. The Spanish Cabinet, it is said, has made the latter stipulation, and consented on that condition, to take part in the plan. At Madrid, a complete stagnation prevailed—the Ministry seemed to think it had gone toe far in its progression towards

The German papers received at London on the 4th, communicates no new facts of importance.

Private Correspondence from Brussels. Baron Evain's new mortar will arrive at Antwerp on the 3d of December. This monstrous piece of Ordinance has fully succeeded both in the casting

of the projectile will exceed 1600 Flemish pounds.— The King is said to have first suggested the idea of this colossal machine.

Paris, Dec. 2.-That neither in France or Belgium the mockery of war is anticipated, we have good reason to believe. In the former country eve preparation is making for war. Gen. Schramm's ry preparation is making for war. Gen. Senramm's division of reserve was to have crossed the frontiers on the 30th of November. The fiftieth regiment of the line, stationed at Lille, has been ordered to Belgium. A general order as been issued, prescribing the completion of the three first battalions of

of regiments of the line,

To towns such as Lyons, where the National Guard has been dissolved, or to those where the exercises had been suspended, in consequence of the cholera, orders have been transmitted to complete the organization of the guard, to resume the exer-cises without delay. In the Eastern Departments, several grand reviews of the National Guard have taken place, and in this respect, as well as in all that relates to the regular troops, it may be seen that the French Government is now fully aware, that sooner or later, war will be an unavoidable ca-tastrophe, and that it is resolved to be as much as mible ready for events.

Several other detachments are to reach Verdun at intervals, from the 1st to the 16th of this month. General Semele is appointed to take the command of the corps of reserve on the Meuse. All the fortified places in the military divisions of Metz and Strasbourg have received orders to arm, and in the division of Lille the General of Artillery, Zeewost, is at this moment inspecting military preparations of the same nature. Nor is the National Guard neglected. The

is pursued with activity.

Surmises of the intentions of Prussia.—Benun Nov. 21.—The visit of the Queen of Holland to Berlin has no political object whatever. Prussia has very decidedly taken its resolution in this matter.— We are neither inclined to suffer Belgium to become a French Province, nor to sacrifice to the obstinacy of Holland the manufacturing interest of our Rhe mish provinces by the denial of the free navigation of the rivers, as has been the case for those fifteen years; but if Antwerp does not obtain the free communication with the sea, no alternative would remain for Belgium but to give itself up entirely to France. It ought to be the first care of Holland if it understood its own interest, to prevent this. moderate tonnage duty will doubtless be allowed it: and wagers are laid here that peace will be signed in e weeks.

Nov. 22 -The same activity is observed in the foreign departments; the conference with the Amdors of the Great Powers are very frequent hardly any body now believes that there will be a war. We hear that there are three different opinions in the Council of State. One decidedly in favor of peace, at the head of which is Prince William, the King's brother, who is seconded by several ministers; a second which considers that war will not be necossery, unless demonstrations should be of no avail, and the articles signed by the five Powers should be wiolated, and this opinion is said to be especially entertained in a high quarter; lastly one decidedly warlike, which would have every advance beyond the frontiers by an army considered as a declaration of war; and this opinion is said to be advocated by some Princes. With the well known pacific sentimorns of our King, and the confidence of other go-weraments in his impartiality and justice, we may (\$3 97) per barrel of 90 killogrammes, (198 1.8 at 11 hope the best. still hope the best.

VIENNA, Nov. 22.—The news of the entrance of the French army into Belgium arrived here this morning. Our funds are not much affected, which proves that no very serious difficulties are expected from this event.

There are, indeed, accounts from the Hague that

the French army appears, but this is very doubtful.

The moment is important, for nobody can foresee the consequences of an enterprize which is disapproved of in all Europe and even in England. Citadel of Antwerp is defended, and the conflict pre-tracted, the greatest embarrassment may arise, in spite of all efforts to prevent collisions. ish courier has arrived here from Naples. A Spantrian Conrier has come to Berlin, and a Russian to St. Petersburgh.

STOCKHOLM, Nov. 10.—Many persons of rank, among whom were several ladies, are summoned to on the 3d of December. This monetrous piece of lamong whom were several lamos, are summanded to Ordinance has fully succeeded both in the casting give evidence in the proceedings against Barons Van Borns, and when filled the weight of them live in the province. It is said that they of the projectile will exceed 1600 Flemish pounds.—

were summanded in consequence of some conversations which they had with the accused, relative to Prince Gustavus of Wasa.

> DRESDEN, Nov. 21 .- We hear from good authority that her Majesty the Queen Dewsger of Bavaria, will arrive here the next month with the Princess Mary, and that the marriage of her Royal Highness with our Prince Co-regent will then take place.

> Switzerland, Nov 23 .- The presiding Canton taking into consideration the present state of Europe, has invited the Governments of the Cantons in a Circular of the 15th inst. to have their contingents in readiness, and the governments of the fron-tier Cantons to inform it, without delay, of all events that may occur near their territory.

> STUTGARD, Nov. 21 .- We learn that the Prussian Minister at our Court has made a complaint on account of the pamphlet of Doot. Schutz, of Dam-staadt, entitled the Unity of Germany released by the Representation," and which was published here.

> Mexico.—According to advices up to 17th ult from Vera Cruz, via Havana, it would seem that instead of the bloody arbitrament of the sword that was anticipated between Santa Anna and Busta mente, an armistice has been patched up until a project for a firm and durable pacification, submitted by Generals Pedraza and Santa Anna, can be taken into consideration by the Government and Chambers. The heads of this plan are-

1st. That all acts of popular election since 1st of nature. Nor is the National Guard neglected. The sense of the nation," and no question is hereafter to be entertained concerning their legality or illegality.

2d. The General and State Authorities actually in function are to make arrangements for new elections, throughout the Republic, of members of the State and National Legislatures,—governing them-selves as to the manner of conducting such elections by the existing laws.

3d. All the new State Legislatures shall be installed on er before the 15th of February, and shall immediately proceed to choose Senators and two persons for President and Vice President.

4th. On the 25th of March the National Congress shall meet, open the packages of votes for President and Vice President, and declare the result.

Meanwhile, Gen. Pedraza is to be recognized as leg timate President of the Republic until the first of April, when, by the law, his functions would cease. The first act of the new Congress is to be one of amnesty and general oblivion.

Generals Pedraza and Santa Anna pledge themseiges selemnly to abide by this plan, if it be accepted.

French West Indies .- The following decree has just been received at the Department of State, and is published officially in the Washington Globe:

[TRANSLATION] We, Louis Philip, King of the French, &c. &c. bereby DECREE: de hereby

Foreign Wheat Flour may be imported Art. I. into the Colonies of Martinique and Guadaloupe, at all seasons, without regard to the price, either peunds.)

Art. 2. The 14th Article of the Decree of February, 1326, is rendered void.

Art. 3. Our Minister of Marine and Commerce

is charged with the execution of this Decree.

(Signed) (Signed)

LOUIS PHILIP. COUNT D'ARGOUT. NEW-YORK AMERICAN.

JANUARY 12, 14, 15, 16, 17, 18-1889. LITERARY NOTICES.

ENCYCLOPEDIA AMERICANA, &c. Vol. XII: Philad. Carry & Lea.—This most useful and ably edited work is drawing to its close. One volume more, which the publishers inform us will probably be ready in March, will accomplish the plan, and then, in 13 large 8vo. volumes, at a low price, any one may possess what actually constitutes a whole library. There is no point scarcely in art, science, literature, politics, and history, whether of nations or individuals, which on reference to this work will not be found elucidated. In the present velume, embracing subjects from STE to VIS, there are some sixty pages dedicated to the article United STATES, which, upon a hasty reading, seems to us to condense, very accurately, an account of the erigin, history, and civil, literary, political, and religious institutions of the United States, together with its geography and statistics.

A New Gazetteer of the United States of AMERICA, &c. &c. By WILLIAM DARBY and THEO. DWIGHT, Jr. 1 vol. 8vo. pp. 630 : Hartford, E. Hopkins .- It was, we think, nearly two years ago, that we first alluded in this paper to the work new before us, as being then in the hands of its very capable Editors. It will afford some evidence of the great labor bestowed upon it, that now only does it see the light. This labor, and the extent and accuracy of the geographical and statistical information here brought up to the latest period,—taking for our guide in estimating these the statements concerning places with which we are familiar, -will certainly insure to the publishers rich and well merited returns. in all countries, Gazetteers are useful books; but in this country, whose limits are so yest, and growth so rapid, such a Gazetteer as this, carefully elaborated, and, considering the mass of matters to be treated of, wonderfully minute, and which furnishes not only the actual state, but the comparative increase of population commerce, &c. &c. should be in the hands of all business men, and of all general readers.

AMERICAN ANNUAL REGISTER, Vol. VI: BOSTON, Chas. Bowen : NEW. YORK, E. & G. W. Blunt .-- We had the opportunity some weeks age of seeing the proof-sheets of the historical portion of this volume, and of them expressing the high opinion we entertain both of the plan and execution of this truly national publication. The whole volume is now out, and we shall be well excused-by those at least who have occasion as often as we have to refresh or correct our impressions of passing events, by recurring to its pages—if we again invite attention and increased patronage to this work. The general character and aim of an Annual Register is known to most of our readers. It may be called, perhaps net improperly, a Digest of the newspapers of the day, stripped of their heats, partialities, and prejudices; and not of the newspapers of one country only, but of all, since it gives a connected and contemporaneous history of what is passing among nations as nations, and among individuals of all nations whether in the walksof art or science, of adventure, of law, or of arms-state papers, remarkable trials, important decisions, " moving accidents by flood or field,"-all in short that concerns man, fall within the province of such an annual recorder, and therefore for all tastes does it furnish some attraction. The essential is that these varied and abundant materials be skillfully selected, and faithfully present. ed,-and that the lessons for good or for evil, of warning or encouragement, to be deduced therefrom, either for political or individual improvement, be always inculcated in a spirit of good morality and sound patriotism.

We feel confident in saying, that in such a spirit

hitherto has the Annual Register been conducted, || medium of fereign observation, then almost any || of having the holes in their coats tented by a man and in such a spirit we de not doubt it will be continged; and therefore it should and will, as we trust,

AMERICAN QUARTERLY REVIEW, No. XXIV, for December: Philad. CARRY & LEA.-We take some to lie so long on our table unnoticed; but in these times of Congress and legislative talks, of proclamations and counter-proclamations; of rumers of war in Europe, and intestine changes at home, we have less space and time than usual for other matters. Proceed we, however, to redeem in part, past emissions; though even now, of the ten articles contained in this number, we shall only be able to speak of four or five.

The article On the Results of Machinery, good in itself, is remarkable for some well, reasoned and on portune observations on the distinction often invidiously made between theoretical and practical men, to the disadvantage of the former; as though he who reasons from one fact to another, and from a multitude of such reasonings educes what may be called a theery, is not more likely to arrive at the truth, than he who, costent with the matter in hand, and apply ing his faculties only to the facts to be gathered from his particular vocation, rejoices in the assumed superiority of being a practical man.

The netice of the Travels of a German Prince is in part devoted to a vindication of the tourist against the London Quarterly, a game hardly worth playing. For the rest, full justice is done to the very amusing, frank, and as we think, accurate, travels.

The most remarkable paper, however, in this number, in our judgment, is that on the Life and Writings of Locke. We say, most remarkable, because if we are right in ascribing it to the pen of a youth ful townsman of our own-so youthful as hardly yet to have assuned the toga virilis-it presents such originality, maturity, and reach of thought, so great variety of illustration, and such familiarity with literature and seience, as few among us at much more advanced years can surpass. After some striking reflections as to the manner in which the life of a philosopher should be written,-very different from that in which Lord King has sent forth his Life of Locke,—this paper proceeds at once to discuss the character of, and the particular doctrines inculcated by, the author of the Essay on the Human Understanding. This is done with discrimination, and a thorough understanding of the author, and results in placing him as a benefactor to intellectual science. in the same rank which is on all hands conceded to Bacon in physical science.

The article on the Slavery Question in Virginia espousing the side of emancipation, and generally in answer to the able paper on the opposite side by Professor Dew, of Virginia, which appeared in a previous number of the Review; and that on the Italian Republics, as affording most opportune in struction to us at this moment, on the value of the Union, and the danger of separate sovereignties, are entitled to grave attention, both from the importance of their topics, and the talent with which they lightful, and more tangible ones, which the feliciare treated.

Tour in England, Ireland and France, in the YEARS 1828-9, by PRINCE PUCKLER MUSKAU: Phidelphia, Carey & Lea; 1 vol. 8vo.—This work, which has been for some time a great favorite abroad, is one of the mest deservedly popular books of travels that has been published within our recollection. It is written in the beld free style of a man of the world, and abounds in lively and judicious comment upon an immense variety of subjects, while the narrative, always entertaining in itself, is particularly so from relating chiefly to a country whose manners, custome, and character are less known through the the case; for the English have the advantage ever us light

tate, but those who are startled by it will allow it knowledge of other countries, so far as it is derived from books, is derived from books written by Enblame to ourselves for having suffered this number glishmen, our knowledge of England also has so long come through the same medium, that English prejudices against other people, and English partialities for their own nation, have become in us a sort of second instinct: until, with that amiable modesty which makes us always defer to her who, when in good humor, flatters us by acknowledging "Young America" as her child, we hang upon her mater. nal bosom, and draw thence not only our opinions but our tastes, prejudices, and feelings, as if-petted infant !-we would never wish to be weaned.

If any one doubt this-if any one hesitates to be lieve that our depreciating views of other foreigners come through the English, and our exaggerated opinion of them through themselves, we would ask from whom whom are the liberal terms "Stupid German," " Fickle Frenchman." " Boorish Dutchman." " Assassin like Italian." &c., borrowed, but from that amiable, hospitable, and unprejudiced people, who speak our language, on the other side of the water? and if, on the other side any one ask from whence we derive our impressions of British refinement, fidelity, valor, benevolence, generosity, and all the virtues that did clothe St. George, the answer is the same, -through English writers. You may fill a library with the libellous works of British travellers upon either France or this country. But with what account of English life, by foreign ers, are we familiar? Now, when it is remembered that the English, though respected, are disliked on the Continent, more than any people in Europe, and that the French, whom they have held up from time immemorial to especial execration, are liked, next to their own countrymen, by every other nation-either it does seem, as if we had not hitherto been in possession of the material to form a proper estimate of national character, or else that a weak and childlike indulgence of early associations leads us to do injustice to other peoples, for the sake of exalting nationally and individually one that is always sufficiently ready to take the first place at the board .-Many of our readers may be shocked at all this, and even throw aside our article lest it may be but the preamble to something more offensive to their prejudices. But we are very far from meaning it as a prelude to a tirade against England, such as her literary publications of the highest order have always indulged, and do still indulge against us We mean only, by reminding the reader upon what feeble grounds, what unanthentic information, his partialities for this people are built, to hint to him the necessity of divesting his mind of many favorite associations, in order to do justice to the most com prehensive views of English Society that have ever been given to the public by an intelligent foreigner : of associations, not only of his youth and his reading, of the nurse of his childhood, and the business connections of meture life—but of those more de tous pen of a countryman has woven around his imagination; where the amiable ingenuity of the author of Bracebridge Hall, has so grafted the refinement of the present day, in England, upon the warmth and hospitality of those of Sir Roger de Coverly, that nothing can be more inviting, more exquisite and more unreal, than his pictures of society. With such a warning, the reader may perhaps expect the same tone of remark in Prince Puckler, as that to which we are so habituated, from the amusing coxcombe, that, before Feron, and since De Roos, have suampered over our country. Such, however, is not

other in Europe. The remark may appear precipi- of education and a gentleman, while boors and boys -at least in the two above named instances-have to be justly made, when they reflect that while lour thrust their rude untutored fingers through ours .-But with all his tenderness, we must confess that the intelligent German has left a pretty strong impression upon our minds, that the people with whom our countrymen are so proud to claim kindred, are, taken en masse, coarse and unmannerly. to a degree that gives a show of justice to the ancient prejudices of the Southern parts of Europe, who so recently regarded those distant islanders in the same barbarous light as did the English the Russians. By saying the mass of the people, we however mean to exclude a large portion of the populapulation from so sweeping a remark. In a country where wealth and luxury so abound, refinement must be shared by many; and an educated throughbred man in England is is what a thorough-bred and educated man is in every other country-a gentle. man and a man of the world. Nor, indeed, by speaking of them as " coarse and unmannerly," do we mean more, at present, than to mark our opinion of the general deportment. Of the national character we may speak hereafter. But while there can be but little doubt that the polished and favored class. to which we have already alluded, are as numerous in England as in any other country, we have no hesitation in saying that, if Prince Puckler be an authentic witness, the mass of the population-they who, as they make up the bedy of a nation, represent as it were its person-in courtesy, hospitality, intelligence, and liberality of sentiment, are at least one generation behind those of equal pretensions in this country. There is in fact a leaven of hoorieb. ness and vulgarity in the character of this brave, ingenious, and industrious people, which continually breaks out in all classes. The latter quality is continually thrust upon our notice in these pictures of English society wherein people of the first preten sions to elegance are represented as taking their standard of refinement from tailors and upholsterers. and judging each other's breeding by the fashion of a coat, the use of a silver fork at dinner, or the possession of particular articles of furniture in their drawing rooms :- of all of which vulgar puerilities. it will be seen the German Prince takes due notice. Of the former quality, namely, beerickness, he could hardly have given a more glaring instance than the following:

> It is indeed inconceivable, and a proof that it is only necessary to treat us contemptuously in order to obtain our reverence, that, as I have remarked, the mere name of Englishman is, with us, equivalen to the highest title. Many a person, who would carcely get admission into very inferior circles in England, where the whole of seciety, down to the very lowest classes, is so stiffly aristocratical, in the various states of Germany is received at court and fêté by the first nobility; every act of coarseness and ill-breeding is set down as a trait of charming English originality, till perhaps, by some accident, a really respectable Englishman comes to the place, and people learn with astonishment that they have been doing all this honor to an ensign ' on half pay. or a rich tailor er shoemaker. An individual of this rank is, hewever, generally, at least civil, but the impertinence of some of the higher classes surpasses all belief.

> I know that in one of the largest towns of Germany, a prince of the royal house, distinguished for his frank, chivalrous courtesy, and his amiable character, invited an English Viscount, who was but just arrived, and had not yet been presented to him, to a hunting party; to which his lordship replied, that he could not accept the invitation, as the prince was perfectly unknown to him.

It is true, that no foreigner will ever have it in his power so to return a similar civility in England, where a grandee considers an invitation to dinner (they are very liberal of invitations to routs and sonrées, for the sake of filling their rooms) as the most signal honor he can confer upon even a distinguishd fereignor, -an honor only to be obtained by long duction. But if by any miracle such a ready atten-tion were to be paid in England, it would be impos-sible to find a single man of any pretensions to breeding, on the whole Continent, who would make such a return as this boorish lord did.

can read the following enticing description of an English park and villa without acknowledging that, however little the English may understand the art of living, they excel all other people in the arts of life. And with this extract we take leave, for the present of the agreeable Prince Puckler, Muskau,

At ten o'clock we reached Cashiobury Park, the seat of the Earl of Essex. I sent in my name to him; upon which his son-in-law, Mr. F.—, (whom I had formerly known in Dresden, and with whom I was happy to renew my acquaintance,) came to conduct me about. The house is modern Gothic, and magnificently furnished. You enter a hall with colored windows, which afford a view into an inner court laid out as a flower garden: leaving the hall, you go through a long gallery on the side, hung with armor, to the rich carved oak staircase leading to the library, which here generally serves as principal drawing room. The library has two small cabinets looking on the garden, and filled with rarities. Among these I was particularly pleased with two humorous sketches by Denon, represnting the levée of Cardinal Bernis at Rome, and a dinner at Voltaire's, with the Abbé Maury, Dide-70t, Helvetius, d'Alembert, and other philosophers, -all portraits.

I was much interested, too, by a complete toilet of Marie Antoinette's, on which the portraits of er husband and of Henry the Fourth were painted in several places. From the library you go into an equally rich second drawing room; and from thence into the dining room. Near to both these rooms was a green house, in the form of a chapel; and in every apartment windows down to the ground af-forded a view of the noble park and the river flow ing through it. On a distant rising ground you look along a very broad avenue of limes, exactly at the end of which, during a part of the summer, the sun sets: its horizental rays passing along the whole length of the green house must afford the most splendid natural decoration, heightened by the re-flection of its beams from a large mirror at the end. The walls of the dining room are covered with eaken 'boiserie," with beautiful cornices and carving: the furniture is of resewood, silk and velvet and valuable pictures in antique gilded frames adorn the walls. The proportions of the room may be called hall-like, and the whole is regularly heated to a temperature of fourteen degrees of Reaumur.

The somewhat remote stables and all the domes tic offices, &c , are on the left, connected with the house by an embactled wall; so that the building extends along an uninterrupted length of a thousand feet.

The flower gardens occupy a very coneiderable sace. Part of them are laid out in the usual style; SPACE. that is, a long green house at the bottom, in front of which are several 'berceaux' and shady walks around a large grass plat, which is broken with beds of all forms, and dotted with rare trees and shrubs. But here was also something new;—a deep secluded valley of oval form, around which is a thick belt of evergreens, and rock plants, planted impenetrably thick on artificial rockeries; a back ground of lofty fir trees and eak, with their tops waving in the wind; and, at one end of the grass plat, a single magnificent lime tree surrounded by a bench. From this point the whole of the little valley was covered with an embroidered parterre of the prettiest forms, although perfectly regular. The egress from this enclosure lay through a grotto overgrown with ivy, and lined with beautiful stones and shells, into a square rose garden surrounded with laurel hedger, in the centre of which is a temple, and opposite to the entrance a conservatory for aquatic plants. The rose beds are cut in various figures, which intersect each other. A walk, overarched with thick beeches neatly trimmed with the shears, winds in a sinuous line from this point to the Chinese garden, which is likewise enclosed by high trees and walls, and contains a number of vases, benches, fountains, and a third green house,—all in the genuine Chinese style. Here were beds surrounded by circles of white, blue, and red sand, fentastic dwarf plants white, blue, and red sand, fentastic dwarf plants which, in order to be just, must, we think, be modi-

equaintance, or by very powerful letters of intro-uction. But if by any miracle such a ready atten-mirrors placed in the interior, which reflected us as in a 'samera obscura.' I say nothing of the endless rows of rich hot houses and forcing beds, nor of the kitchen gardens. You may estimate the thing for yourself, when I repeat to you Mr. F——'s assurance that the park, gardens, and house cost ten thousand a-year to keep up. The Earl has his own workmen in every department; masons, carpenters, cabinet makers, &c. each of whom has his pre-scribed province. One has, for instance, only to keep the fences in order, another the rooms, a third the furniture, &c.; a plan well werthy of imitation in the country

> ROBERT C. SANDS.—We feel a melancholy pleasure in transferring the annexed paragraph from the Evening Post to our columns. The contemplated publication will be highly interesting and valuable, and we have no doubt it will meet with a liberal

> paironage :-[Gazette.]
> "Proposals have been issued in this city for pub lishing, by subscription, in two volumes ostavo, the works of the late Robert C. Sands. We have heretofore spoken of this writer's rare scholarship, his rich and racy humor, his fluency of composition, his powers of description, and his remarkable fertility of imagery, always original, and in general singularly striking and appropriate. The proposed volume are intended to contain a copious collection of his writings, many of which, having appeared anony-mously, have been much admired by readers who have had no knowledge of their source. A friend of the deceased has engaged to superintend the publication, and to supply a memoir of his life. We invite the attention of our readers to this work, in the earnest hope that by doing so we may promote the object in view.

HOME AFFAIRS.

THE TARIFF. -- Annexed to the Report made by Mr. Verplanck, as chairman of the Committee of Ways and Means, on introducing the bill for the reduction of the Tariff, which is now under discussion, is a detailed statement of the duties which will accrue under the bill, at the different periods when the new rates are to take effect—the whole calculated upon the basis of the imports of 1831. There is also a like statement of the duties that would accrue under the act of last July.

We have received a copy of this document from Mr. Cambreleng, (and we take this occasion of returning our thanks to him, as well as to Messrs. Verplanck, C. P. White, E. H. Pendleton, and Ed. Everett, of the House of Representatives, for their kindness in the frequent transmission to us of the congressional documents,) and have endeavored to make a satisfactory abstract from it for publication, but find it impracticable. We must, therefore, content ourselves with stating the general results:-The nett revenue which, if the act of last July remain the law of the land, will be collected under it-the amount of the imports of 1831, say 103,191,124 dellars, being taken as a basis—is stated at 19,550,648 dollars: the average rate of duty if estimated only on dutiable articles, would be 27.21 per cent.; if on the whole value of imports, 23.66 per cent. As however the future ordinary expenditure of the Government will, as by the Report it is assumed, be at the outside 15,000,000 dellars, there would be au excess of four and a half millions of duties beyond the whole expenditure—even if it were all paid by the customs; but as at least two millions will be paid from the proceeds of the sales of public lands and other sources, it follows that there would be an excess of six and a half millions—a result, most certainly which no one who takes a just view of the principles or effect of taxation, or of the tendency to extravagant and corrupt expenditure which such an excess of revenue would encourage, can desire.

Hence the bill now reported-in the general principles and aim of which we entirely acquiesce—but

Under this bill the gross revenue, estimated as above on the import of 1831, after 1st March, 1835, would be \$17,017,158. From this sum, however drawbacks to the amount of probably three or four millions must be deducted, leaving a net revenue varying from thirteen to fourteen millions.

The average duty after the last term of reduction, 1st March, 1835, will be, if taken on dutiable articles alone, 18.96 per cent-if on the whole imports, 16.49. These estimates proceed throughout, as we have said, on the basis of the imports of the year 1831. Consequently, no allowance is made for increased importations under diminished duties. But as it is certain that such an increase would take place, the revenue will undoubtedly exceed, in amount, that estimate; and the conclusion-so singular and so opposite to that which the history of all other Governments furnishesseems unavoidable, that our greatest difficulty will be, to keep the revenue of the country from swelling above the proper and reasonable expenditures of the Government.

WEST POINT.-The Globe publishes a letter from Col. Thayer to Gen. Gratiot, enclosing one from a South Carolina Cadet, denying in his own behalf, and that of all the other Cadets from that State, the imputation of having taken any part in the controversy now pending between South Carolina and the General Government. This letter was written without any suggestion from, or consultation with, Col. Thayer.

We were quite sure these fine fellows could not have made the mistake imputed to them, at the young mens meeting of Charleston.

In reference to future admissions to West Point, we find the following judicious regulation has been adopted as to age :

ENGINEER DEPARTMENT, Washington, Jan. 7, 1833 The Chief Engineer, as Inspector of the Military
Academy, has received the subjoined regulation,

which is published for general information.

DERARTMENT OF WAR, Washington, Jan. 7, 1833.

The President of the United States directs, that hereafter no person be appointed a Cadet at the Mititary Academy, till he attain the age of 16 years.

C. Gratiot, Chief Engineer.

Lewis Cass. C. GRATIOT, Chief Engineer.

General James Thomas, of St. Mary's county, was elected, by the Legislature, on Monday last, Governor of Maryland for the ensuing year.

CONGRESS-Monday, Jan. 7.

In the Senate, Mr. Smith, from the Committee on Finance, reported the several appropriation bills from the House of Representatives, which he gave notice he should call up to-day. Mr. Benton introduced a bill granting to the State of Missouri, a quantity of public land, for the purposes of internal Improvements, which was read twice and committed to the Committee on Roads and Canals. Mr. Poindexter moved to take up the resolution submitted by him on the 17th ult. calling on the Secretary of the Treasury for his opinion, &c., on the subject of the Tariff and the reduction of the revenue, which was disagreed to, yeas thirteen, nays thirty-one.— The Senate proceeded to take up the bill to appropriate for a limited time, the proceeds of the sale of he public lands, and granting lands to certain States; and the amendment reported by the Committee on the Public Lands, proposing in lieu of the original bill a provision for the reduction of the price of the public lands, &c. Mr. Kane addressed the Senate at length in opposition to the original bill and in favor of the amendment. Mr. Clay followed in reply, and spoke an hour and a half in favor of the original bill and in opposition to the amendment. When he had concluded his remarks the Senate adj.

In the House of Representatives, the resolution reported from the Committee of Ways and Means, on Thursday, providing that the Tariff bill should be taken up every day at 1 o'clock, until it should be disposed of, came up—the previous question having been heretofore sustained upon it. Mr. Denny moved to lay the resolution on the table, upon which the and many dozens of large China vases placed on podestals, thickly overgrown with trailing ever.

The windows of the house to some of its immediate and sweeping reductions.

Which, in order to be just, must, we think, be modified as to some of its immediate and sweeping reductions.

Which, in order to be just, must, we think, be modified as to some of its immediate and sweeping reductions.

The windows of the house tiens.

question was then taken upon the motion to lay the resolution on the table, which was also negatived—ayes 78, Noss 112. The question, "Shall the main question be now put?" was carried—ayes 107, neess 88. Mr. Denny then moved that the House proceed to the orders of the day. The Speaker decided that the motion was not in order—the House having determined that the main question on the adoption of the resolution be new put. From this decision, Mr. Denny appealed, and the decision was confirmed by Mr. Denny demanded the ayes and noes on the adoption of the resolution, which were ordered. The resolution was adopted-ayes 118, ordered. The resolution was adopted—ayes 118, noes 82. After several hills previously ordered to be engrossed, had been read a third time and passed, the House took up the unfinished business of Thurs-day. The bill to exempt merchandize imported under certain circumstances, from the operation of the act of 19th May, 1828—upon the question of or-dering it to be engrossed, Mesers. Burges and Dray-ton advocated the principles of the bill—which were -which were opposed by Mesars. Wickliffe and Williams—before the question was taken, the House adjourned.

Tweeday, Jan 8.
In the Senate to-day, Mr. King introduced a bill for the establishment of the town of St. Marks, in In the Sensets to-day, Mr. King introduced a bill principles of the bill. When he had concluded, for the establishment of the town of St. Marks, in Mr. Ellsworth moved the committee rise, which Florida, which was read twice and committed. Mr. Robinson laid before the Senste a joint resolution of the Legislature of Illinois, recommending an introduced a crosse of the United States corps of Mounted Rangers. Mr. Buckner introduced a bill making an appropriation to improve the post road between the towns of Benton and Jackson, in the State of Missouri; which was read twice and committed. eral appropriation bills, from the House of Repre-sentatives, were considered in Committee of the Whole, and subsequently ordered to be read a third time. Some time was spent in the consideration of Executive busines

In the Heuse of Representatives, the bill to exempt merchandize imported under certain circumstances, from the operation of the act of 19th of May, 1828, which was under discussion on the preceding day, was laid on the table, ayes 98, noes 89. Various was faid on the table, ayes 38, noes 89. Various bills which had been made special orders were postponed, and the House went into Committee of the Whole on the state of the Union, in which the bill to reduce and otherwise after the duties on imports was taken up. Mr. Verplanck explained the principles of the bill at length. After he had concluded the Committee rose, and the House adjourned.

[Glaba] -[Globe.]

Wednesday, Jan. 9.

In the Senate, Mr. Forsyth presented a Preamble and Resolutions adopted by the Legislature of Geor. gia, recommending various amendments to the Conatitution of the United States, and making application to Congress for the call of a Convention, with a view to such amendments. Mr. Forsyth laid be-fore the Senate a Report and Resolutions of the Legislature of Georgia in relation to the appropriation of the public money by Congress, to eljects of In-ternal Improvement. The bills from the House of Representatives appropriating mency for carrying on fortifications for the year 1833—for revolutionary pensions—and for the support of government, (in part.) for the year 1833, &c. were passed. The Senate resumed the consideration of the bill to appropriate, for a limited time, the proceeds of the sales of the public lands and granting lands to certain States, and the amendment reported by the Committee on Public Lands, (in lieu of the original bill,) to reduce the price of the public domain, &c. Mr. Bibb ad pressed the Senate upwards of an hour and a half in opposition to the original bill. Before he had concluded, he gave way for a motion to adjourn, which was carried

In the House of Representatives, several private bills were reported by the Standing Committees.— The House went into Committee of the Whole or the State of the Union, upon the bill to reduce and and otherwise alter the duties on imports. Mr. Huntington addressed the House two hours in opposition to the general principles of the bill, and concluded by moving that the 31st and 32d paragraphs, inposing duties on tes and coffee be strick. en out. Mr. Ingersoll followed in opposition to the bill, before he described to the contract of the co bill—before he had concluded, the Committee rose. After concurring with a formal amendment of the Senate to an appropriation bill, the House ad-

Thursday, Jam. 16.

In the Ernatz, to day, the resolution reported on Wednesday by Mr. Forsyth, from the committee on foreign relations, and the resolution submitted on the same day by Mr. King, were considered and

for a call was negatived-ayes 71, noss 116. The lagreed to. Several bills from the House of Rapre sentatives were read a second time and committed. The Senate resumed the consideration of the bill introduced by Mr. Clay, appropriating, for a limited time, the proceeds of the sales of the public lands, and granting lands to certain States—and the amendment reported by the committee on the public lands (in line of the priginal bill) for the reduction. lands (in lieu of the original bill) for the reduction of the price of the public domain. Mr. Bibb con-cluded his remarks in opposition to the bill, and in favor of the amendment. The further consideration of the subject was postponed to, and made the special order for, to-day. Some time was spent in the consideration of Executive business.

In the House of Representatives, Mr. Wickliffe from the committee of public lands, reported a bill authorizing the President to change the location of ple on which he rested his argument, was, that this land offices, which was read twice and ordered to be engrossed for a third reading. The Höuse went into committee of the whole on the state of the Union upon the tariff 1. Mr. Ingersoll resumed and concluded his specen against the bill, after addressing the committee about two hours. Mr. Crawford then addressed the committee a little more than an hour in opposition to the general principles of the bill. When he had concluded,

Friday, Jan 11.
In the SENATE, Mr. Hendricks, from the Committee on Roads, and Canals, to whom numerous peti-tions on the subject had been referred, reported a bill authorizing the Secretary of the Treasury to purchase the stock owned by private individuals in the Louisville and Portland Canal Company, with a the Louisville and Portiand Canal Company, with a view of making said canal a free one, which was read and ordered to a second reading. Mr. Robinson laid before the Senate sundry memorials and resolutions of the Legislature of Illinois, in relation to the improvement of the navigation of the Illinois river—a change in the militia system of the United States—and pre-emption rights to settlers on public lands. They were referred to appropriate Committees. Mr. were referred to appropriate Committees. Mr Miller laid before the Senate certain resolutions of the Legislature of South Carolina, in relation to the Proclamation issued by the President of the United States, which were on motion of Mr. Miller, direct-

ed to be printed.

The bill appropriating, for a limited time, the proceeds of the sales of the public lands, and the amendments thereto, was taken up. Mr. Buckner expressed a desire to address the Senate on the subject, but in consequence of indisposition, he moved that the bill be postponed and made the special order for tomorrow. The motion was opposed by Mess. Clay and Poindexter, and supported by Messrs. Buckner and Forsyth, when the question was taken, and the motion to postpone prevailed-yeas 24. nays 21. After some time spent in the consideration of Executive business, the Senate adjourned.

In the House of Representatives, after some private bills were reported by the standing commit-tees and resolutions adopted, the House went into committee of the whole on various private bills, in the discussion of which the whole sitting was spent

Saturday, Jan. 12.

The Senste took up the bill to amend an act entitled an act to grant a quantity of land to enable the State of Illinois to make a canal to connect the waters of Illinois River with Lake Michigan. The bill was amended, on motion of Mr. Sprague

and was then ordered to be engrossed for a third

reading.
In the House, the joint resolution reported by Mr. Hubbard, from the Committee on Revolutionary Pensions, respecting the services of those soldiers who enlisted before April 11th, 1783, and held in service after that period, was ordered to be engros

The bill to refund to the legal representatives Matthew Lyon, deceased, a sum of money (\$1060) 96 cents) paid by him as a fine under the Sedition Law, with interest from 1799, having been yesterday reported from the Committee of the Whole, and ordered to a third reading, and the question being now on its passage—
Mr. Mason, of Virginia, demanded the year and

nays, which were ordered.

Mr. Taylor moved to lay the bill on the table, and demanded the years and nays on that motion;

A very animated debate new areco, which occupied the House until past 3 o'clock, and was then suspended by the adjournment.

Monday, Jan. 14.

In Senate, Mr. Dudley presented the credentials of Silas Wright, elected a Senator from the State of New-York. The usual cath of office was then administered to Mr. Wright, by the President, and he took his seat.

Mr. Webster in pursuance of public notice given on Friday last, moved the consideration of the bill for indemnifying the losses of American citizens by

French spoliations, prior to 1800.

Mr. Webster proceeded to discuss the merits of the bill, in a speech of considerable length, with many references to documents. The great principrivate claim of American citizens against the French Government, had been expressly used by the United States, for the purpose of cancelling a sup-posed claim of the French Government against the

Mr. Tyler assented to the facts stated by Mr. Webster, but objected to the principle of the bill, which he supposed differed from that maintained by Mr. Webster. For the purpose of looking further into the subject, he moved that for the present the bill lie on the table; which motion prevailed, with Mr. W's assent. The Senate went into Executive business, and then adjourned.

HOUSE OF REPRESENTATIVES. The House passed to the order of the day.

The Tariff. Mr. Ellsworth, who had possession of the floor, addressed the committee on the character, principles, and, in the event of its adoption, of the pre-bable results of the bill.

Mr. Briggs followed on the same side.

Mr. Dearborn next obtained possession of the floor, and moved that the committee rise, but the motion was negatived.

Mr. Dearborn then commenced an argument against the policy and the equity of the bill.

Mr. Dearborn concluded at 5 o'clock, when the

committee rose and reported, and the House adj'd.

New-Jerser .- The Legislature is now in session. On the 11th inst., Gov'r Southard transmitted his first Message to the Legislature. It is sensible and well written, as was to be expected. We make one or two extracts on a topic of general interest, viz.: as to the recommendation, sanctioned by the President, that the Public Lands of the Union be given up to the States within which they are situated.

The Message says:

Upon this recommendation, although it comes from a high and influential authority, I cannot anticipate that there will be a difference of opinion among the people of this State. If adopted, it would deprive us of a large amount of property which is as truly and justly ours as any other that we possess. The amount of lands lying within the states and

territories, and which are proposed to be given away, is not less than three hundred millions of acres, and of that which lies beyond the limits of the states and tegritories more than seven hundred millions of acres, in all more than one theusand millions of acres. The principles and the reasons which apply to those which are within the states, will apply hereafter, with increased force to those which are now out of them.

The lands have been acquired to the Union by the revolutionary struggle by which it succeeded to the rights of the crown; by a transfer from the states, who, previous to the revolution had conflicting claims under grants from the crows; and by purchase by the Government of the United States from other nations. These modes of acquisition rendered them common property to all parts of the Union-to New Jersey as well as the rest. transfers from the States were "for the only use and benefit of the states" who were parties to the confederation, and to be faithfully disposed of for that purpose, and no other purpose whatever. This state at the very commencement of the struggle claimed a right to her equal share, and these transfers did but execute the purposes and objects of those who took part in it.

I know of no principle of justice to herself or others

of attachment to the Union or those who com-

pose it, which can require at her hands the roluntary prosperity and happiness. They were purchased by sufferings sud blood, and cannot be lightly thrown away. The reasons which have been assigned for

it are most unsatisfactory, and especially so is the one which supposes that the new states will be dis-contented unless this grant be made to them. Those states are composed of people who but a short time since, left the old States, and acquired on easy terms, lands which render them comfortable and prosperous, and I do not perceive that the mere change or residence can give them a right to claim this enor-Incorporate the Now York Mechanics' Benefit Solet behind. If they be dissatisfied, it will be cause of regret, but the government and nation cannot therefore be required to yield, any more than they can to dissatisfaction and resistance of the laws in through such streets in New York as the Common of the laws in the cannot be required to yield, any more than they cannot be required to yield. other parts of the Union.

LEGISLATURE OF NEW YORK.

January 10.—In SENATE.

Petition of citizens of New York for the incorpo ration of the Broadway Bank.

The bill extending the time for the collection of taxes in the town of Brooklyn, in King's county, was read a third time and passed.

ASSEMBLY. Petitions for banks at New Berlin, Newburgh, Ulster, Saugerties, Canajoharie, and Martinsburgh; to increase the capital of the Farmers' Bank in

They, and the Greenwich Bank, N. Y.

The Committee of the Whole toek up the bill brought in by Mr. Woods, requiring Masters in Chancery to give sureties. [The bonds of those in New York to be in the sum of \$10,000; of those in other counties, \$5,000.] The original bill was passed, but some amendment being offered to the details, the committee rose and reported.

January 11.—In Senate

Resolved, That the acting Comptroller do report to the Senate, the whole amount of the monies paid by the Banks respectively to the Bank Fund, together with the amount of the sums which may have been already received in the Treasury, on account of income thereon, and the total sum which has been paid for salaries to the Bank Commissioners, from the passage of the law in 1829 to the present time. The Senate then went into executive business.—

After the doors were opened, the President announeed that the hour had arrived for the choice of a Comptroller. 21 Senators nominated Azariah C.

A.C. Flagg was thereupon declared nominated on the part of the Senate.

The Senate then proceeded to the Assembly Cham-

ber to compare nominations.

On the return of the Senate, the President announced that both Houses had agreed in the nemination of A. C. Flagg, who was declared appointed Comptroller.

IN ASSEMBLY.

Bille introduced: -By Mr. Downing, to incorporate the Mechanice Beaefit Society, N. Y.

By Mr. Stilwell, to amend the charter of the New York and Harlaem Railroad Company. [May [May extend it through such streets as the Common Coun

oil shall permit.]

Mr. Buckingham gave notice of a bill to remove
the Seat of Government to Utica.

The committee of the whole, Mr. W. Baker in the chair, passed the bill requiring Masters in Chancery to give security.

January 12. - Amenbly.

Petitions.—From Brooklyn to alter the law relative to auction sales in said village; to incorporate the N. Y. City coal and transportation Company; pany; for banks at Le Roy, Little Falls, Herkimer and Malone. alter the charter of the Clinton insurance Com-

A communication was received from A. C. Flagg. accepting the office of Comptroller and resigning that of Secretary of State.

The bill requiring masters in Chancery to give curities, was read a third time and passed. The Committee of the Whole, Mr. Dodge in the clasir, took up the bill giving to the people of the Mr. Yan Duzer addressed the House against it, and smoved to strike out the first enacting clause. This notion prevailed without a count.

then re On the question of agreeing with the committee their report, a debate arcse.

The report was agreed to, ayes 92, noes 18:

to use their exertions to procure the passage of a law granting certain lands to the officers of the late war, was called up and referred to the committee on the judiciary. Adjourned.

In Assembly.

The committee of the whole took up the bill to incorporate the New York Mechanics' Benefit So-Council may direct.]

Mr. Woods gave notice of a bill to amend the re vised laws, in order to provide for costs and disburse-ments of attaching creditors. Adjourned.

APPOINTMENTS BY THE PRESIDENT,

By and with the edvice and consent of the Senate. Saul Alley, of New-York, Hertman Kuhn, Henry D. Gilpin, and John T. Sullivan, of Philadelphia, and Hugh McElderry, of Baltimore, to be Directors of the Bank of the United States for the year 1893.

Appointments—By the Governor and Senate Friday, Jan. 11.

New York.—E. T. Threop Martin, Commissioner of Deeds, in the place of John R. Hedley, deceased. James Bergen, Notary Public, in the place of O. H. Hicks, deceased. A. Bleeker Nelson, Notary, in the place of Joseph Foulke, jr resigned.

The Augusta (Geo.) Courier of the 7th inst. says. -"The Georgia Guard were to have been discharged on the 1st January, according to law. The 11th section of the act passed the 22d Sept. 1830, being the section under which the Missionaries were imprisoned, has been repealed."

This seems to confirm, or at least to give countenance, to the rumour that the Missionaries are a bout to be set at liberty.

The same paper says-" The South Carolina Rail Road is announced as open to day, 72 miles from Charleston, for public travelling. A locomotive will start from each extremity at half past 6, A. M."

Opening of the Session of the Supreme Court of the United States.—The Supreme Court of the United States assembled on Monday at the Court Room at the Capitol, pursuant to law. Present-

Chief Justice MARSHALL, Mr. Justice Story.

Mr. Justice DUVALL

Mr. Justice Thomrson, Mr. Justice McLEAN.

The following gentlemen were admitted and sworn Attorneys and Counsellors of this Court;

R. T. Lytle, of Cincinnati, Ohio.

J. R. Livingston, Jr. New-York. Junius H. Hatch, New-York.

Justin Butterfield, New York. Wm. L. Brent, Maryland.

Wm. S. Fulton, Arkar as

Mr. W. L. Brent, move for a rule against the Attorney-General of the United States, to show cause why a writ of habeas corpus should not issue to bring before this Court the body of Tobias Watkins, now imprisoned in the prison of the county of Washington: and Saturday next was assigned for hearing the argument upon this application.-[Nat. Intel.1

Norrolk, Jan. 12.—Major General Winfield Scott, and suite, of the U. S. Army, arrived here last even-ing from the South.

Lieut. Robert B. Randolph has been henorably acquitted, by a Court of Enquiry, of the charges against him as the acting Purser of the Java. This will be highly gratifying intelligence to the numer-ous friends of Lieut. R. in Norfolk, as well as elsewhere.-[Norfolk Herald, of Monday.]

[From the Cincinnati Gazette.] Indian Wan.—Various rumors are affect, of preparations by the upper Mississippi Indians, to com-The report was agreed to, syes 92, noes 18:

In Senare—Menday, January 14, 1832.

Patitions—of inhabitants of Genesse, against the United States will be vigilant in preserving practices; for a Bank at Albion; for a Bank at Manian; for an increase of the Capital stock of the Manian; for an increase of the Capital stock of the Manian; for an increase of the Capital stock of the Manian; for an increase of the Capital stock of the Manian; for an increase of the Capital stock of the Manian; for an increase of the Capital stock of the Manian; for an increase of the Capital stock of the Manian; for an increase of the Capital stock of the Manian; for an increase of the Capital stock of the Manian; for an increase of the Capital stock of the Manian; for an increase of the Capital stock of the Manian; for an increase of the Capital stock of the Manian; for an increase of the Capital stock of the Manian; for an increase of the Capital stock of the Manian; for an increase of the Capital stock of the Manian; for an increase of the Capital stock of the Mississippi Indians, to community was agreed to, ages of sately consider.

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It is to be hoped that the Government of the Vessel was built in Maine, 1821.—[Daily Adv.]

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It is to be hoped that the Government of the Weather, we consider with the Government of the vessel was built in Maine, 1821.—[Daily Adv.]

The chance of sately comminder.

The chance of sately comminders in the Spin was served wi

The joint resolution, from the Assembly, request-ing our Representatives and Senators in Congress the whites were the aggressors. Most sovere sufferthe whites were the aggressors. Most sovere sufferings were visited upon the Indians, which too many deem it an offence to speak of with commiseration. The cost to the nation is supposed to exceed a million of dollars. An Indian war in the far West, and a civil war in the near South, may keep up a demand for expenditure sufficient to interfere with the revenue calculations of the anti-tariffites. Let them think of that, who now make everything subordinate to the destruction of the protective system of the country.

SUMMARY.

[From the Philadelphia U. S. Gazette of Tuesday. Yesterday afternoon, the treasurer of the Girard trust presented to Councils a statement of the amount of personal property paid to him on the 12th by the Executors of the late Stephen Girard. The par value was \$1,123,593 67. The present worth is \$1,406 870.

General Blair has been tried for the late unhappy ccurrence in the theatre. Dr. Sewall, his attending physician, gave evidence before the court, that he was subject to chronic rheumatism in his head, fer which he occasionally had recourse to brandy and opium whereby he sometimes became partially deranged. The Court dismissed the case with a fine of five dollars. The action against him for the assault on Duff Green will not be tried for some time. -[Standard.]

A collection was taken up on Sunday, at St. John's Church, Philadelphia, for the benefit of the distres ed Germans who were recently shipwrecked in the Pennsylvania, near Charleston. The amount received was \$237.

The sloop Othello, of and from Poughkeepsie, on her passage down with a full cargo of grain and other produce; was yesterday morning about 9 colock, when opposite Tarrytown, obliged to throw overboard, a part of her deck freight, consisting of 150 barrels of beer, 200 hegs dead and alive, 20 tons pig iron, nuts, seed, &c. in tiercee and barrels, in order to lighten and save the vessel—she being aground at the time, and making water very fast, having been cut through to her timbers by the ice.

A number of vessels were seen about that neighborhood at the same time and in the same situation.

Accident .- The ship John Linton, Capt Wibray, from New-Orleans, in coming up the harbor yester-day, when just below Governor's Island, came in contact with the new revenue cutter Jefferson, Capt. Randolph, bound to Norfolk. The cutter was beating out, and the ship coming in with a free wind.—The starboard bulwarks of the cutter were stove in. stanchions broke, fore-rigging and sails much injured, and mainmast carried away. The ship's fore-yard, jib-boom, and end of bowsprit gone. The Jefhad on board an extra complement of men, intended for the cutter at Washington. Had it not been for the superior strength of the cutter, she would in all probability have sunk, and many lives lost; she had on board, all told, 62 persons.—[Gaz.] A son of Androw M'Laughlin, aged 8 years, was

The late Wm. James has provided by his will for the disposition of his immense estate, and the investment of his entire property in the village of Syracuse, and in the cities of New York and Albany.

killed last week at Ellicett's mills, by a fall from a

failroad car.

Loss of the Brig Cuba.—The vessel anchored within the Hook on Thursday night last, in the snow storm, wind at north west blowing a gale. The next morning nothing could be seen of her but her top-masts, the vessel having gone down during the night. For a day or two it was supposed the crew had reached the shore in their boat. It is now certain that they have not, and the only chance left for them is that they went to sea in their boat in a snow storm, and have been picked up by some outward bound vessel. The chance of safety consider-



abstract of the Annual Report of the Secretary of State respecting the Common Schools, which we take from the Argus, will be attentively road. The statements it makes, and the results it exhibits, might justify almost any note of self-gratulation: yet no New-Yerker ever thinks of saying-"the eyes of the whole Union are on New-York"-" the nation expects New-York to interpose"-" when New-York speaks, it is pretty generally admitted that she does not speak in vain." This is never our tone. And yet, with half a million of children in our common schools, and 180,000 freemen under arms, the attitude and voice of New-York on any contested question might be, perhaps, without presumption, a matter for general consideration. A State, in which one million one hundred and twenty-five thousand dollars are annually expended in common school education, over and above all the sums paid for instruction in colleges and private schools, may certainly claim to speak with effect on every question, to the solution of which, intelligence and instruction are requisite, and when she can back her opinion, if need be, with one hundred and eighty thousand men in srme,-her moral influence, aided by such physical resources, could not but be acknowledged.

[From the Albany Argus.]

Common Schools of New-York .- The annual report required of the Secretary of State, as Superintendent of Common Schools, was made to the Assembly on Monday. The following extracts from this interesting document, exhibits a most gratifying view of the progress and results of the system of common school instruction in this state:

"There are fifty-five organized counties, eight hundred and eleven towns and wards in the Returns have been received from the clerks of all the counties, containing copies of the reports of the commissioners of common schools, from overy town and ward in the state.

"These reports show that there are 9600 school districts organized in the state, and that 8941 of these districts have made their annual reports; as

required by the statute.

The trustees are required to furnish a census of the children over 6 and under 16 years of age, who reside in their respective districts on the last day of December of each year; and also the number of children taught in each district school during the year ending on that day. It will be seen by the abstracts, that in the districts from which reports have been received, there were, on the last day of December, 1831, five hundred and eight thousand eight hundred and seventy eight children over 5 and un-der 16 years of age; and that four hundred and ninety four thousand pine hundred and fifty nine scholars were taught in the same districts during the year in the common schools of the state; and that eight thousand nine hundred and forty one district schools have been kept open for the reception of pupils an average period of eight out of the twelve months, "Two hundred and sixty seven new districts have

been formed during the year for which the reports are made; and the number of districts which have made reports to the commissioners, has increased one

hundred and six during the same time.

"The reports from the commissioners of the se veral towns, show that the school moneys received by them and paid to the trustees of the several dis. tricts, in April, 1832, on the district reports of the previous January, amount to \$305,582 78. Of this sum \$100,000 were paid from the state treasury. \$188,384 53 were raised by a tax upon the property of the inhabitants of the several towns in the state, and \$17,198 25 were derived from local funds possessed by some of the towns.

"The amount paid for teachers' wages in the veral districts of the state, ever and above the public money apportioned by the commissioners, as may be seen by abstract B, is \$358,320 17 cents. This sum, added to the public money, gives a total of \$663,902 95, paid for teachers' wages; except about \$60,000 in the city of New-York, which is raised school fund. by a special tax, and applied to the erection of school

"The productive capital of the school fund has

year is estimated by the Comptroller at \$101.250.

"The perpetuity of the school fund is guarantied and its gradual increase provided for, in the following provision of the new constitution: 'The pro-ceeds of all lands belonging to this state, except such parts thereof as may be reserved or appropriated to public use, or ceded to the United States, which district where he resides, \$3 58 cents for the same shall hereafter be sold or disposed of, together, with object; and the proportion of 17 cents is derived the fund denominated the common school fund, shall from the local school fund. be and remain a perpetual fund; the interest of which shall be inviolably appropriated and applied to the support of common schools throughout this This provision of the constitution, in relution to the transfer of the state lands to the school fund, took effect on the first January 1823; at which time the capital of the common school fund amounted to \$1,155,827 40.

"It is now ten years since the constitutional provision to increase the school fund, took effect; and the aggregate increase of the fund during that period, deducting the loss of \$50,000 by the failure of the Middle District Bank, is \$579,34788; which

successive years.

"There remained in the Treasury on the 30th of September, 1831, \$61,887 64 cents, of school fund capital uninvested: The accumulations of capital since, from the sales of school fund lands, and payments on the principal of the loans of 1786, 1792 and 1808, amount to \$79,689 82 cents—making a total sum in the treasury to be invested, of \$141,577 46 cents. This sum, with the exception of \$2,714 02 has been invested in 6 per cent bonds and mortga-ges; which were transferred from the general fund, in compliance with the first section of chap. 296, of the session laws of 1832. An amount of 80,000 dollars of 5 per cent Oswego canal stock, has been exchanged for bonds and mortgages which belonged to the general fund. The total amount of bonds and mortgages transferred from the general fund to the school fund, was \$218,863 44 cents. The productive capital of the school fund new consists of \$607,009 23 in bonds and mortgages for lands sold, being at an interest of 6 per ct.; of loans to the counties of Broome, Erie, Clinton, Chautaugus, and Cataragus, 17,663 dollars, at 6 per cent interest; the re-mainder of the loans of 1786,1792 and 1808, in all mainter of the forms of 1700,173% and 1000, in all amounting to \$587,788 97 cents, at an average interest of 6 per cent; of canal stock, \$327,000 bearing an interest of 5 per cent; of stock in the Merchants and Manhattan Banks of New-York, \$230, 000, on which the dividends are 6 per cent per annum; and 2,714 dollars are in the treasury nninvested. The entire capital, with the exception of the inconsiderable sum before mentioned, is securely and profitably vested, and the revenues from it may be relied on with reasonable certainty.

"Those who founded our common school system. never contemplated that the public funds would at any time yield a revenue adequate to the support of such an extensive establishment. The first cendition on which the public money was offered to the towns, was, that the inkabitants of each town should by a vote at their town meeting authorize a tax to be raised equal at least in amount to the sum apportioned to their town from the state treasury; which sum was to be added to the apportionment from the school fund, and the amount thus made up be applied to the payment of teachers' wages. Another re quirement of the system, is, that before the inhabi-tants of a neighborhood can participate in the public fund, they must organize a district, erect a schoo, house, furnish it with fuel and necessary appendages, house, furnish it with rues and necessary appendages, and have a school taught therein at least three months by a legally qualified teacher: And it is on a report of all these facts, by the trustees, that the commissioners are authorised to appertion the school money to a district.

" The voluntary contributions of the inhabitants of the school districts, form so important a portion of the means which are necessary to give effect to the school system, that when new forms were fur. nished with the revised statute, a column was added requiring the trustees in each district to report the sums paid for teachers' wages, by the patrons of the district schools, over and above the sums received from the state treasury, the town tax, and the local

" Seven hundred and sixty one towns, (omitting all the wards) have made returns the past year, exhibiting a total amount paid by individuals in the several school districts, for school bills, besides the been increased during the year ending 30th Septemseral school districts, for school bills, besides the bar, 1831, \$31,015 88, from the sale of school fund public money apportioned to the districts, of \$358, lands and other sources.

"The productive capital of this fund now amounts" (\$305,582 78,) makes the aggragate amount of

COMMON SCHOOLS OF NEW-YORK.—We hope the 11to \$1,735,175 28. The revenue for the coming | \$663,902 95 cents, paid for teacher's wages alone in the common schools of the State.

"These returns show, that where the State, or the school fund, pays one dollar for teachers' wages, the inhabitant of a town, by a tax upon his proper-ty, pays \$1.28 cents, (\$60,000 deducted for New-York) and by voluntary contribution in the school

"The amount paid for teachers' wages is only about one half of the expenses annually incurred for the support of the common schools, as the fellowing estimates will show. Taking the average between the whole number of districts organized, Taking the average (\$9,600,) and the number from which report en received the last year, (8941,) and it will give 9270 as the probable number of schools in operation. Deducting 30 for the City of New-York, and there will remain 9240 school houses, which, at an avethe aggregate increase of the fund during that rage price of 200 dollars each, would make a capiperiod, deducting the loss of \$50,000 by the failure of \$100 dollars each, would make a capiperiod, deducting the loss of \$57,9347 88; which is an average annual increase of \$57,937 for ten and it shows a capital of 2,040,000 dollars vested in school houses, which, at an interest of 6 per cent. per annum, is \$122,400 00 Annual expense of books for 494,959

scholars at 50 cents each, 247,479 50
Fuel for 9270 school houses, at \$10 each 92,700 00

2662,579 50

Add the public meney appearing from returns, and before referred to,
And also the amount paid in the dis-305,582 78 tricts besides public money,

358,390 17

81,125,162 45 And it makes a grand total of One million one hundred and twenty-five thousand one hundred and sixty two dollars, and forty-five cents, expended annually for the support of the com-

mon schools of of the state.

"The preceding estimates show that the revenue of the school fund, (that is, the \$100,000 paid from the State treasury.) pays a fraction less than oneeleventh of the annual expenditures upon common schools; two-elevenths are raised by a tax upon the several towns and cities, and the three elevenths thus made up, (being the item of \$305,582 in the foregoing estimate,) constitutes what is called the "school money," and is the sum received by the commissioners of the cities and towns, and paid to the trustees of the several public schools: A fraction more than two-elevenths, (being \$215,110 for school houses and fdel,) is raised by a tax upon the property of the several districts, in pursuance of a vote of the inhabitants thereof; and the residue, nearly six-elevenths, (being \$605,799,) is paid voluntarily by the parents and guardians of the scholars, for the balance of their school bill, (after applying the public money,) and for school books."

* A part of the money received by the commissioners in the city of New York is applied to the erection of school houses, the purchase of fuel, books, &c., and that amount, perhaps 60,000 dollars, is not applied for teachers' wages.

The North River is now closed, and the boats have done running; the Constitution came down on Saturday from Poughkeepsie, and passed through much floating ice. The steamboat Linnsus started on Sunday with passengers, but got only about ten miles up, and had to return with her passengers .-The bay and river above is full of ics-at present there is no other than a land conveyance to Albany.

Fire.—The Methodist Church at Bloomingdale. opposite Burnham's, was consumed by fire on Sunday afternoon, between 2 and 3 o'clock. It originated from the stove pipe.

COMMUNICATION.

At the annual meeting of the stockholders of the American Academy of the Fine Arts, on the 8th in-stant, the following gentlemen were elected officers:

Col. John Trumbull, President. Sam. L. Waldo, Vice President. David Hosack, M. D. James Herrin James Herring . C. Ward, Robert Ball Hughes, John Glover. J. Van Rensselaer, M. D. F. R. Spencer, Ithiel Towns Henry F. Rogers, and Pierre Flandin. Archibald Robertson, Eagrs. Directors.

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At a subsequent meeting of the Board, Pierre

Flandin, Eeq. was re-elected Treasurer, and James | the ship and cargo of 75,000 dollars, most of which Herring, Secretary.

We cannot publish this notice without expressing the wish, that this institution and the National Aca demy of Design could unite their labors and their galleries. The bane of almost all our attempts in litrature and the arts, arises from scattering over a large surface, and dividing among many, the efforts and the petronage which, concentrated upon one, would, or at any rate might, have the chance of producing something excellent and durable.

The following lamentable information is from the Augusta Courier, of the 4th January:

A passenger in the stage last night, who came through the Cherokee Nation, says that there was eat excitement there. Some person who had great excitement there. attempted to take probably violent possession, and was resisted by the Indians, and that two families, consisting of nine persons, had been massacred by the enraged savages. He says the Georgia Guard is in close pursuit of the murderers.

[From the Charleston Courier of 5th inst.] Loss or Ship Logan, by Finz.—Capt. Bunker, of the new Ship Logan, of New York, arrived at this port yesterday, in the ship Grand Turk, furnishes us with the following particulars of the destruction of his vessels, by lightning, on her passage from Savan-nah to Liverpool: Left Tybee 16th Dec. with a fair wind from South, which continued blawing a hea-vy gale from the Westward until the 19th, on which day, at 45 minutes past one o'clock, P. M. the ship was struck by lightning, which descended the star-beard pump, from thence it passed up the after and went off; it was immediately observed that the ship was on fire, when the crew com menced breaking out cotton from the main hatch way, for the purpose of axtinguishing it. In the course of half an hour, got into the lower hold, and on the starboard side of the pump well, found the cetten on fire; they then commenced throwing on water and heaving the cotton overboard, first cutting the bales in pieces: after working in this way for some time, and heaving overboard 8 or 10 bales, it was found that the fire was raging between docks on the larboard side; they then left the lower field, and commenced breaking out between decks, and in a short time broke out 20 or 30 bales, but the smoke became so suffocating as to oblige the hands to leave the hold and close the hatches. It was now night, and the ship was under closed reefed topsails; after all the hatches were closed up, the upper decks began to grow hot—with the determination, therefore, to save the ship and cargo if possible, holes were cut around the pumps and capetan, and water poured down, which was centinued all night—at daylight found that all the upper deck, from the main mast to the after hatch, was on fire, and in some places the deck had burnt through. The main hatches were then taken off, and spent about one heur in heaving down water, when the smoke became so dense that the men could stand it no longer. The hatches were then closed for the last time, and consatches were then closed for the last time, and continued throwing water through the holes that were cut, the fire still gaining so fast that no hope was left of saving the ship. The long boat was now ordered out, and 60 gallons of water and what provisions could be obtained put on board, when the officers and crew (16 in number) embarked in her, being en in lat. 33 N. long. 66 West; having saved nothing but a chronometer and quadrant, and what clothes they stood in. The nearest land was the Island of Bermuda, which bore about S. E. 100 miles distant, which they endeavored to reach, but the wind blowing heavy from W. S. W. could not fetch it, but drifted to the eastward of it, when they fortunately fell in with the Grand Turk, and were reseued from a watery grave, after having been in the boat five days, most of which time it was blowing r gale. Capt. Madegan kindly took them on board, and treated them with every attention which their sed situation required.

The Logan, says the Journal of Commerce, was a fine new ship of this port, belonging to S. Hicks & Son, on her first voyage. She was about 420 tons burthen, cost about 25,000 dollars, and was insured nearly to the cost. The owners had also on board an invoice of cotton insured at about 22,000 dellars, Meient to cover cost and premium. There was other freight on board, making up a total value for

is insured in Wall street.

HUNTSVILLE, December 29.—George S. Geines Esq. the President of the new Branch of the State Bank located at Mobile, is about to preceed to New Sound for the purpose of negotiating the loan of \$2,000,000, which is to form the capital of that Bank.—[Alabama Adv.]

Annual Meeting of the Episcopal Missionary So ciety.—Last evening an interesting annual meeting of the Missionary Society of the Protestant Episcopal Church, was held at the Mission Church in Van-dewater street. The extensive and successful operstions of this society, under the direction of their devoted missionary, the Rev. Mr. Cutler, were laid before the meeting, who heard much to convince them of the importance of extending the system of missionary churches, parochial visits with charitable aid to the poor, Sabbath and Infant Schools, by new and redoubled exertions.

The "Peaccable Remedy."-Twenty one p of heavy ordinance are being put on board the brig Lawrence and ether vessels, bound to Charleston, for the benefit and behoof of the nation of South Carolina. They are intended, no doubt, to shoot the Tariff with. A shipment of small arms was made a few days since, for the same destination.-[Jour. of Commerce.

[From the Alexandria Phoniz:]

Males and Females.—It appears by correct Sche-dules of the Fifth Census of the United States, just published, that in every section of the country except New-England, the free males out number the free females. The excess of free females over free males in New-England 24,688! Excess of free males in the Middle States, 59,944; do. in the Southern States, 10,526; do. in the Western and South Western States, 118,027; do. in the Districts and Territerties, 3,679.

Missouri.—The Consus of this State, as recently taken by authority of the State, presents an aggregate of 173,276 souls, of whom 32,184 are Slaves.
The number of White Males, we observe, exceeds that of the White Females, by nearly nine thousand souls.

Nail Making.—It is stated in the Euffalo Belletin that "Mr. F. Palmer, of Buffalo, has invented a new method of making nails for shoeing horses and oxen, for which he has obtained a patent. It is an invention which premises to be of great value to the community and to the inventor, who is at present the principal proprietor. Some idea may be formed of its importance, from the fact that one man can manufecture nails in this way, at least as fact as fifty men can in the usual way. The nails have been men can in the usual way. The nails have been proved to be equally "as good in quality, and far superier in point of form,"

PORTRY.

| From the Albany Daily Advertiser.] TO THE PRINTER:—The enclosed piece was picked up about a year ago, in the road between Albany and Trov, and as I have not been able, after diligent inquiry, to find an owner for it I propose that it be advertised in your paper.

To the Generous Lady, who proposed to keep my Conscience for me, during my ubsence at Court:

I hope, my fair one, that you may not find
That conscience you have charge of, trouble
And if you should, or it it will not mind
Your orders strictly—prichee, send it home
Not that I want k—for the Law, 'tis said,
Is managed very well, without its aid.

But it is not a thing that one may sin with;
And it may ask more care than you can render
For vis an arrant coward, to begin with,
And then, the little urchin is so tender!
Besides—most girls are of such gentle stuff
They find, I think, one conscience quite enough.

This conscience-keeping is a curious thing.

1a lands where Friests have many such to boast of,
And the 'I'm neither Catholic, nor King.

1'm very glad that mine is so disposed of—
Only, let no Inquisitor compel you
E'es to disclose the secrets it may tell you!

Oh!—apropos—pray did you not discover
My truant hear! with you?—Da send it back—
I know full well its habit is to hover
About my conscience, and pursue its track—
I tho't 'twas gone when I got home last night;
To-day I'm very sure that I was right—

And yet no matter—'tie not worth bestowing—
But keep it if you will till my return—
I think I shall not want it where I'm going,
And hope it will not give you much concern—
But if it prove a torment, or a tease,
Why scold—chastise it—any thing you please— Yet do not let it come to any harm, 'Tis liable to be so very illThe weather's very cold—do keep R warm— The least exposure gives it such a chill! I think the safest place fort, ever known, Would be—the little boulder with your own.

Besides in that way—if your taste approves— They'll know each other better—who can tell, I'm sure "twould be a very pleasant matter, To yours and mine—especially the latter—

To yours and mine—coperative over the control of affection small,

Just as young Misses pout about their playthings—
I'm sure you think 'twould be a pity—clon't you?

If ours should do so—do prevent them—won't you?

S.

SALES AT AUCTION OF REAL ESTATE

By J. P. Disterich—Jamuary 8.
The two houses and lots, No. 129 and 191 Orange st.
33 fact 5 inches by 100 feet each.
One lot on Thirty-first street, 21 feet 6 inches front by
96 feet 9 inches deep. Bleet 9 inches deep. Two lots on the Seventh Avenue, between 29th and

By W. F. Pell and Co.—January 10.
Building and lot 72 Sullivan street, 20 feet 5 laches in front, 8 ft. 7 in. rear, 76 deep.—\$2.100.
Building and lot 74 Sullivan-st., 22 ft. 2½ is. front, 22 ft. 8½ in. sar, 76 deep.—\$2,200.
Building and lot No. 76, 22 ft. 3½ in. front, 39 ft. 6 in. rear, 77

Building and lot No. 76, 23 ft. 2½ in. front, 30 ft. 6 in. rear, 77 ft. 6 in. deep—24,250.

Building and lot 94 Sullivan, 19 ft. 10 in. front, 19 ft. 1 in. rear, 50 ft. 5 in. deep—24,500.

Building and lot No. 94½, 18 by 60—31600.

Lease 173 Hoster-st., 5 years—5710.

January 11.—Two story house and lot No. 24 Franklin-st., 23 by 100—57,500, cash.

One lot on Burnon-st., 60 fect from the corner of Bedferd-st., 0 by 60 feet...\$1,000.
One do. adjoining...\$1,075.
Three story brick house and lot No. 21 Rutgers-st...lot 25 by 04 feet...\$8,500.
No. 23 do. adjoining...\$8,560.
The house and lot No. 230 Delancy-st., 27 by 160 ft...\$2,460.
The three story house and lot No. 11 Dey-st., 26 ft. front, 50.
In the rear, and 90 ft. 10 in .deep...\$16,300.
The two story brick front house and lot 30 Warren-st., 25 by \$5.\$7.400.

78—37,400. The two story brick house and lot 29 Park Row, 24 ft. front, 26 in the rear, running thro' to Theatre Alley, 116 ft.—\$14,500. The brick house and lot No. 142 Water-st., 22 feet 10 inches by 101—215,600.

One lot cor. South and ath sta. 0.116 Two lots on One lot One lot Seven lots do......dododododododododododo ...dodododo ...dodo ...do 0,200

TOWNSEND & DURFEE, Rope Manufactu TOWNSEND 4. DURFEER, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined plaues on Rail-roads at the shortest notice, and deliver them in the City of New York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. B. Co., Albany; or James Archibald, Englaser Hudson & Delaware Canal & R. H. Co., Carbondale, Luxerne County Pennsylvania.

Paimyra, Wayne County, New-York,

1st mo. 22d, 1832.

J20 tf

RAILEGAD IRON.

RAILEGAD IRON.

RAILEGAD IRON.

RAILEGAD IRON.

The subscribers having executed large orders for the Canal Commissioners of Ponnsylvania, as well as for several Incorporated Companies, have made such arrangements in Eng and, where one of the Partners sous is, as will enable them to import it on the lowest terms. Models and samples of all tha different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Spilcing Plates, in use, both in the country and Great Britain, will be exhibited.

Apply to A. & G. BALSTON.

Philadelphia, Sept. 18th, 1832.

*** They have on hand Railway fron Bars, viz: 95 tons, of 1 inch by ½ inch—200 do. 1½ by ½ inch—185 do. 1½ by ½ inch—500 do. 2 by ½ inch—8 do. 2½ by ½ inch—in lengths of 15 feet each, with 12 countersuak holes, and the ends cut at an angle of 15 degrees; 300 tons, of 3½ by ½ inch; with Spilcing Plates and Malls, shortly expected.

This Iron will be sold duty free, to State Governments and incorporated Companies, and the drawback taken in part pay i ment.

LIST OF AGENTS FOR THE

AMERICAN RAILROAD JOURNAL.

Post-Masters throughout the United States are respectfully invited to receive and forward subscriptions

Editors of Newspapers, with whom we exchange, and oth ers who will do us the favor, are also respectfully re quested to act as Agents for the Journal.

MARRIAGES.

On the 14th instant, by the Rev. Mr. Hawks, Edward H. Ludlow, M. D., to Klizaboth, daughter of the Hon. Edward P. Livingston, of Clermont. On Wednesday evening, Jan. 9, by the Rev. Dr. Broadhead, Mr. Ebeneser G. Bennet, of Brooklyn, to Miss Sarah Dobe, of the city.

this city.
On Saturday evening, 18th inst. by the Rev. Mr. Sommers
Charles W. A. Rodgers, to Miss Martha C. Turnbull, all of thi

City. On the 18th inst. at Pompton, N. J. by the Rev. Mr. De mund, Aeron R. Thompson Esq. of New York, of the House of Thompson, Austen & Wymbs, to Eliza, daughter of Martin J. Ryerson, Esq. of the former place

DEATHS.

On the morning, teth January, Jane Kohler, infant daughter of Henry I. Kaapp, aged 6 months and 18 days.
On Saturday morning, the 12th inst., at Newburgh. Orange County, Mr. Evert V. Finch, late of this cky, aged 22 years. At Hamilton, N. Y., on the 5th inst., after a long and painful illness, Mrs. Olivia Davis, aged 28 years, wife of William Davis, of this city.
On W. daesday evening. January 18th, Thomas Swords, infant son of Robert Dumont, aged 6 months.

WEEKLY REPORT OF DEATHS.

The City inspector reports the death of 90 persons during the week ending on Saturday last, Jan. 12th, viz.:—15 men, 24 women, 30 hoys, and 21 girls—of whom 21 were of the age of 1 yea. and under. 7 between 1 and 2, 7 between 2 and 5, 6 between 5 and 10, 1 between 10 and 20, 8 between 20 and 30, 10 between 30 and 40, 12 between 40 and 50, 3 between 50 and 60, 2 between 60 and 70, and 8 between 70 and 80.

Discusses: Apoptexy 1, asphyxia 1, burned or scalded 1, cancer 1, childbed 1, consumption 19, convulsions 8, diarrhea 1, droppy 4, droppy in the cheet 1, droppy in the head 1, drowned 1, fover, putrid 1, fover, scarlet 4, fever, typhus 1, hives or croup 7, inflammation of the bowled 1, inflammation of the brown 1, inflammation of the bowled 1, inflammation of the brown 1, inflammation 1, inflammation 2, death 1, unknown 2, whooping cough 1, worms 1.

ABRAHAM D. STEPHENS, City Inspector.

GRACIE, PRIME & CO., 22 Broad

GRACIE, PRIME & CO., 22 Broad street, have on hand the following Goods, which they offer for sale on the most favorable terms, viz.

200 gr casks Marseilles Madeira, entitled to debenture 100 cases White Hermitage; 50 do. Bordeaux Grave 100 hampers (each 150) French Wine Bottles 10 bales fine Velvet Corks; 10 do. ordinary do. do. 20 do. Corkwood; 4 cases Gum Arabic 2 cans Oil of Orange; 20 kegs Tartaric Acid 8 casks French Madder, ESFF; 2 do. do. SFF 10 do. Danish Smalts, FFFE; 10 do. Saxon do. 8 do. small do.; 10 bales Gall Nuts 200 bales first quality Italian Hemp; 20 tons Old Lead 200 barrels Western Canal Flour; 70 bags Saltpetre 236 do. Pork; 30,000 English Quills 660 lbs Florida Wool; 150 lbs Hares-back Wool 150 bales Upland Cotton; 60 do. New-Orleans do. 10 do. Sea Island and Mexican do. 200 do. Leghorn Rags, No. 1.

DRY GOODS, BY THE PACKAGE—

DRY GOODS, BY THE PACKAGE—
Jet black Bombezines; Furniture Dimities
Black Italian Lustrings
Do. do. 36 inch Cravats

Black Italian Lustrings
Do. do. 36 inch Cravats
Imitation Bandanas, high colors
Do. printed border Handkerchiefs
Madras Handkerchiefs, high colors
White Diamond Quiltings; Gimp Cap Laca
German plain brown Drillings
English brown Shirtings, 33 inch, entitled to debenRussia Sheetings, bleached.

ALSO.

ALSO—
IMPERIAL, ROYAL, MEDIUM, COPPER-PLATE and WRAFPING PAPER, from the Saugerties Paper Manufacturing
Company. The present stock of the above description,
now offered for sale by the agents, is equal, if not superior,
to any other in the United States. The whole has been
manufactured from the best LINEN STOCK, imported on
the most favorable terms expressly for the above Company,
and the superiority of the IMPERIAL, MEDIUM, and
ROYAL, in furnishing full contracts, have given universal
satisfaction.

eatisfaction.

, Contracts for IMPERIAL, MEDIUM, and ROYAL deliverable next spring, will be made; and the present stock on hand sold on the most favorable terms, by applying as above.

j5

THE NEW-YORK AMERICAN is published painty at \$4 per ansum in advance.

LT Also, THIS WEEKLY, containing all the reading, marine news, and advanteements of the daily paper, and the enty Tri-Wessig paper published in the city of New-York.—Terms, 35 per annum is advance.

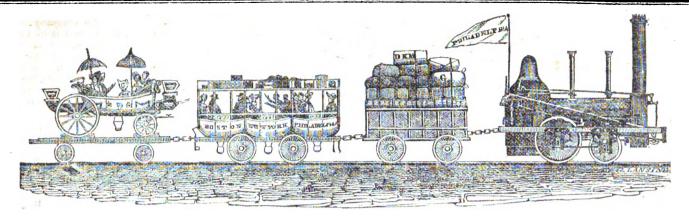
LET Letters, referring to either of the above papers, may be addressed (postage paid) to the Publisher.

B. L. KINOR, No. 35 Wall-street, New-York.

NEW-YORK PRICES CURRENT:

Corrected from the " New-York Shipping and Commercial List"-Wednesday, January 16, 1928.

Part		" New-	York Shipping and Commercial List"—Wednesday, January 16, 1838.
Section 1.0	Pot, ist sort 1832.100 lbs -		Indian Mealdo 3 75 a - Beef. Messbr) 8 58 a 9 09
Substitute	BEESWAX-	a 470	Do. — hlid 17 00 α — Do. Prinet
Section Sect	White		Kaisins, Mulagacask — a 8 59 Butter, N. Y. Dairylb 14 a 18
Figure 19	BREAD-	n. 3}	Do. muscatel do 3 00 a — Do. Philadelphia.do — a 12
BABSTLESS	Pilot		Do. Smyrnalb 7 a 7½ Pork, Messdo 12 50 a 14 09 Currants, Zantedo 8½ a 9 Do. Prime do 11 00 a 11 72
December	BRISTLES-	a 70	Aimonds, soft shelldo 14 a 16 Do. Cargodo 10 00 a 10 50
CAPILIZA- Dispose Disp	Do. commondo 90		Figs. Smyrnado 5 a 8 Hams, Virginiado 10 a 11
Dipped	CANDLES—	æ 14	Prunes Brueauxdo 23 a 28 RAGS
Company Comp	Dippeddo 114	a 12	GRAIN- Countrydo 3 a 5
Jestpool Chalchoon 1	CLOVERSEED15 10		Do. Geneseedo - a - SALT-
Scheep Reidegeport- de 5 de a	Liverpoolchaldron 10 00		Do. N. Carolinado 1 15 a 1 20 Isle of Maydo 88 a 40
Viginia	Sidney & Bridgeport.do 9 60	a -	Corn Yellow, North.do 70 a 80 Cadizdo a 85
Carried	Virginiado 8 00	a 10 00	Do. Southerndo 68 a 75 Liverpool grounddo 85 a 36
Trinidad.	COCOA-	. 10 00	Oats, Southernorth.do 45 & 51 Do. sack dosack 1 94 & 9 00
Cole	Trinidaddo 7	- :	Do. black eyeddo 99 a - Refined
Change 1	Parado —		HEMP-
Force Rise. do 13 a 1 1	Cuba	a 184	Manilla
Sa Dominispo do 134 a 13	Porto Ricodo 13	a 14	American dew-rotdo 130 00 a 150 00 New-York, Brownlb 5 a 6
Service 18	St. Domingodo 11	a 12°	HIDES— SPELTER
COPPER	famaicado 12		Brazildo 11 a 12 Cassia, in mats lb 22 a 28
Fig.	Sheathinglb		Do. wet sakeddo 7 a 64 Clovesdo 50 a 2 2 2 2 3 Ginger, racedo 9 a 94
Forman F	Olddo 17		W. India & Southern do 10 a 12 Do. ground do 6 a 10
Second sort, 400, 400 Second sort, 400 Second sort, 400, 400 Second sort, 400, 400 Second sort,	Boltdo 94	s —	HOPS Pepperdo 16 a -
CORKS	Foreignlb 91		Second sort, dodo — a — SPIRITS—
Common	CORKS-	z 60	Ox100 5 60 a 20 60 Do. Rochelledo 1 60 a 1 56
COTTON= New Orleans	Commondo 20		Bengal
Alabama	COTTON-	•	Caraccasdo 1 124 a 1 30 Do. Wind Isl. 3d do.do 85 a 87
Tennesses— do 10 a 10 do 20 do 2 do 60 do 2	Unlanddo 10		Pig Engl. & Scotch. top 40 00 a 45 00 Gin Holla Moder Swap 1 95
Hemps	Tennesseedo 10		Do. Americando 30 60 a 40 00 Do. Hour Glass.do - a 1 15
Do. American	Hempyd 13		Do. Russia, P. S. l. do 95 00 a — Do. Imperial do 1 124 a 1 15
Russia, IV.X. bolt 18 00 a 19 60 Do. Bringruin monoporfit 70 a 10 00 Do. Bringruin monoporfit 70 a 10 00 Do. Inferior n. do 12 50 a 15 00 Do. Inferior n. do 12 50 a 15 00 Do. Inferior n. do 12 50 a 15 00 Do. Inferior n. do 12 50 a 15 00 Do. Printry Mills. Frater n. do 12 50 a 15 00 Do. Printry Mills. Frater n. do 12 50 a 15 00 Do. Cotton, Taterson, No. 1 at 10 n. yd Do. Cotton, No. 1	Do. Americando 19		Do. Swedesdo 82 00 a 83 00 Whiskey, Ryedo 31 a 314
Ruesia, U. X. bold 18 60 a 18 60 Do. Friedrick bold 18 60 Do. Salquain; -46 18 60 18 60 Do. Bold bold 18 60 Do. Bold bold 18 60 Do. Bold bold	Russia, broadpiece 2 15	1 2 20	Shoet, Englishcwi 675 a 8 00 STERL
Do. Salquality do 15 50 a 15 00 Do. Inferior do 13 50 a 15 00 Rayrens do 8 50 a 9 76 Rayrens do 8 50 a 9 76 Rayrens mol 15 50 a 12 00 Do. Phenix Mills., Paterson, Tax, No. 1ad. 16 00 Do. Phenix Mills., Paterson, Tax, No. 1ad. 16 00 Do. Cotton, Taterson, Do. Cotton,	Russia, U. X bok 18 00	L 19 60	Do. rounddo — a — Englishdo 11 a 14
Do. Inferior.	Do. Zolofik Konopili 17 90 6		Do. Englishdo 6 62 a 6 75 Americando 51 a 6
Holland A.	Do. inferiordo 19 50	: 15 UO 1	Pig
No. 1 a 15 do 16 90 a 12 90 Do. Henick Millia, Fasteron, flax, No. 1 a 16 yellow flat flat flat flat flat flat flat flat	Holland, A. Ado 94 00	: 25 00	Sheetdo 61 a 61 New Orleans do 5 a 81
Do. cotton, Paterson, No. 1 at 10	Amer forte all flax.		LEATHER— Do. Browndo 7 a 8
Do. Coulon, Faterson, No. 1a 10 10 Do. Undreased Do. Undr	Do. Phenix Mills, Pa-	- 10 00	Do. Hemlockdo 17 a 20 Perto Ricodo 7 a 8
DYE WOODS Campire Ca	Do. couon, Paterson,		Upper, dressedside 75 a 2 75 Do. Browndo 6 a 7
Camwood	DYE WOODS-		LUMBER Lumpdo 12 a 13
Do. Mainedo 20 00 a 28 00 Saves, W. O. pipedo	Camwooddo 70 00 6	·	Do. East'n Pine.do 16 00 a 17 00 SUMAC-
Logwood, Camphy, do 77 00 a 25 00 b. do hhddo — a 43 00 logo. St. Dom., do 19 90 a 27 00 b. do brido — a 49 00 logo. Jamaica, do 15 00 a 17 00 logo. Corodo — a 40 00 logo. Corodo — a 40 00 logo. Corodo — a 40 00 logo. — a 40 lo	Do. Tampicodo - d	23 00	Plank, Georgia do. M ft 25 00 a 35 00 Triesto
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Do. Coro do -	Do. Jamaicado 15 00 a	17 00	Do. R. O. hhddo — a 80 00 Gunpowderdo 1 00 a 1 31
Do. Oak	Do. Corodo - 4	45 00	Hoopsdo 25 00 a - Young Hysondo 70 a 1 06
Do. American	FEATHERS—		Do. Oakdo 20 00 @ 25 00 Southongdo 25 @ 62
Dry Cod	Do. Americando 38 4	40	Do. Geo. Yell. Pine.do 25 a 30 TIMOTH, BEED. ice 15 90 a
Pickled Cod	Dry Cod		Shingles, Cypress. Mit 4 35 a 4 50 TOBACCO— Do. Pine. bundle — a — Richmond & Petersb.do 3 a 6
Do. Salmon. do 12 50 a 18 50 English Islands. do 28 a 30 Chba. do 9 a 18 50 Mackers No. 1 bil do do do do do do do d	Pickled Codbrl 4 25 a		Martinique & Guad.gall 28 a - Kentuckydo 3 a 54
Mackers No. 1bt 6 0 a 8 621 Trinklad do Cubado 39 a — Manufactured, No. 1do 10 a 12 Do. No. 2do 4 50 a 4 62 b New Orleansdo 30 a — Do. No. 3do 6 a 7 Shad, Conn. Messdo 8 2 a 9 60 Cut, 4d to 40dlb — a 6 d a 7 Do. Bucksport, dodo — a 6 25 Cut, 3d	Smoked dolb 14 a	15	Havana & Matangas.do 25 a 28 8 Domingodo 9 a 15
Shad, Conn. Messdo 8 25 a 9 60 Cut, 3d to 40dlb -a 6 Ladliee' Twistdo 14 a 18 Do. Bucksport, do. do 40 a 235 a 2 56 Cut, 21do 6 a 30 Wilkes	Mackers! No. 1 bri 6 50 a Do. No. 2 do 4 50 a	4 624	New Orleans
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FLAX- Russia	Herrings		Cut, 3rido 8 a 8 WINES—
Rosin	Dr. Smokedbox 40 a		Wroughtde 10 g 161 Madeiragall 1 124 g 2 25
Rosin	Russialb — a	. 11	Tardo 1 50 a 1 624 Teneriffe L. Pdo 20 a 1 008
Do. NorthCo.do.do 250 a Catelon Catelo	FLAXSEED		Rosin
New York suprapabr 6 00 a Coll.8 Tory	Boughdo 14 75	4 1	Do, NorthCo.do.do 2 50 a - Do, sweetdo 43 a 46
Western Canaldo 6 122 a 6 374 French 12 bottlen.bakt 3 00 a 4 00 Lisbondo 60 a 1 25 Philadelphiado 6 00 a 6 00 a 6 00 a 6 124 Do. Gountrydo 6 00 a 6 124 Whaledo 21 a 25 Whaledo 24 a 25 Whaledo 25 a 6 50 Petersburgdo 6 574 a 6 00 Fredericksburgdo 6 575 a 6 70 Liwe gammardo 1 06 a 1 09 Pulled, spinningdo 3 3 4 3 5 Pulled, spinningdo 3 3 5 3 5 3 5 5 5 5 5 5 5 5 5 5 5 5 5	New York suprimebri 6 00 4	6 12	OILS— Do. in bottlesdoz 2 25 a 6 00 Florence 30 flaskshox 3 00 a — Portgall 70 a 1 872
Baltimore Howard st.do 6 23 a — Linseed, Americando 85 a — Cataloniado 30 a 36 Richwood City Mills.do — a 6 75 Do. Eng.& Dutch.do 771 a 91 WOUL— Do. Countrydo 6 00 a 6 124 Whaledo 21 a 25 Merino, Am. fleecalb 40 a 55 december 10 mdo 25 a 4 50 Do. Trifneddo 40 a 45 Do. pulled.do 37 a 46 Do. Winterdo 1 06 a 1 09 Pulled, spinningdo 35 a 374 Petersburgdo 8 21 a 6 70 Liver, Strais1 1 2 90 a 1 50 Liambe, 1st qualitydo 40 a 42 . Scratchel and finelo 8 21 a 6 75 Do. Shorte-Bank.do 1 00 a 1 00 a 1 00 Do. 2 qualitydo 40 a 42 .	Western Canal do 6 124 a	6 37	French 12 bottlesbekt 3 00 a 4 00 Lisbondo 80 a 1 26
Do. Country do 6 00 a 6 124 Whale	Baltimore Howard st.do 6 23 d	!	Linseed, Americando 95 a — Cataloniado 30 a 35 Do. Eng.k Dutch.do 971 a 91 WOOL—
towndo 6 25 a 6 50 Sperm, Summerdo — a 95 Commondo 30 a 35 Fredericksburgdo — a 5 871 Do. Winterdo 1 06 a 1 09 Pulled, spinningdo 33 a 372 Petersburgdo 5 871 a 6 00 Liver, Straisbr 1 5 00 a 1 5 00 Lambe, 1st qualitydo 40 a 42 . Scratched and finedo 5 621 a 5 75 Do. Shore & Bank.do 14 06 a — Do. 2d qualitydo 97 a 39	Do. Countrydo 6 00 a	6 151	Whaledo 24 a 25 Merino, Am. flercaib 40 a 55 Do. refineddo 40 a 45 Do. pulleddo 37 a 45
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		-1	OSNABUKUSyd 9\ a 10\Do. 3d qualkydo 20 a 3h



AMERICAN RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

D. K. MINOR, EDITOR.1

SATURDAY, JANUARY 26, 1833.

[VOLUME II.—No. 4.

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Railways and Canals; Annual Report of the Philadelphia and Trenton Railroad Company
New Railroad; Treatise on M'Adamized Roads
Agriculture, &c.—Extraordinary Jargonello Pear (with an engraving); Old Practices; Importance of the Silk Culture; Rotation of Crops and Food of Plants.
Vegetable Physiology; New-England Pork, &c.
Meteorological Table; Foreign Intelligence
Summary—Congress, &c.
President's Message, in relation to South Carolina
Literary Notices.

Sales of Real Estate, Marriages and Deaths, &c......64

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, JANUARY 26, 1833.

Will our friends at Albany, or north of there, who may have a stereotype plate of Messrs. Ogle and Summers' Steam Carriage, give it the direction of the "Free Press," Burlington, Vt.? We should like also to see that which was sent to Philadelphia, travelling south: it has been inquired for at Alexandria, and we would thank those who may now have it to forward it to the "Phenix Gazette" office, Alexandria, D. C.

We shall in our next give a description, with engravings, of Mr. Braithwaite's new Steam Engine. It has attracted much attention, and is highly spoken of in the London Mechanics' Magazine.

We have received the London Mechanics' Magazine for November. It contains several interesting communications, of which we shall give some account in our next.

We are gratified to learn that an effort is to be made to introduce a Steam Carriage for common Roads between Cambridge and Bos. ton, as well as between Salem and Boston.

In this number will be found the Report of the President and Directors of the Philadelphia and Trenton Railroad Company. The surveys and estimates, which were made by SAMUEL H. KNEASS, Esq. show the route to be uncommonly favorable for such a work. It is believed the road can be completed, with a single track, and same rate on a level road. But, on a railroad, land—the principle of which is to raise water the grading for a double track for less than there will be compositions where the road will be considered. the grading for a double track, for less than there will be some portions where the road will above the original reservoir by the descent of a twelve thousand dollars per mile.

nal will be found proposals by Mr. John S. WILLIAMS, of Cincinnati, Ohio, for publishing by subscription a Treatise on Road-Making and Repairing upon the plan of Mr. J. Loudon M'Adam. Mr. Williams has been long and favorably known in Ohio and Kentucky, in this important, yet, at least in this section of the country, much neglected branch of business. He was, as we have before observed, with C. W. WE-VER, Esq. on the National Road in Ohio, where he ac quired a high reputation for skill, industry and perseverance in his profession. He has since been, and is still, we believe, engaged as engineer of the Lexington and Maysville turnpike road, and on the Cincinnati, Columbus and Worcester turnpike road: the former of which is spoken of as the most perfect specimen of the art to be found in this country. Of will doubt; and of the ability of Mr. Williams to produce such a work as the country requires, as little doubt will be entertained when his matter. vouchers shall have been examined. We therefore most cheerfully commend the work to this community, which, as much as any other, would be benefitted by its general circulation. Subscriptions for the work will be received at this office.

For the American Railroad Journal.]

FOOT RAILROADS, No. II.-In No. 23, Scientific Tracts, it is stated that a horse, at five miles an hour, usually exerts the force necessary to raise 45 lbs. over a pulley, and draws on a level railroad about four tons. At two miles an hour, he usually exerts a force necessary to raise 112 lbs, and draws on a level railroad about 10 tons. It is computed that a man can draw on a horizontal line about one-seventh the load a horse can draw; and therefore, he could draw at two miles an hour 29 cwt, or more than two horses could draw on a common road at four miles an hour,—and more than a yoke of oxen could draw at two miles an hour. One man on a level railroad could move, at two miles an hour,

M'ADAM ROADS.—In this number of the Jour-lithere is a rise of one foot in eighty, or sixty-six feet in a mile, then, to overcome this ascent, there must be exerted a force sufficient to raise over a pulley one-eightieth of the load, in addition to the force necessary to move it forward on a level. To move it forward on a level, he must exert a force sufficient to raise 16 lbs. over a pulley; and, in addition to this, to draw 29 cwt. up an ascent of one foot in eighty, he must use a force sufficient to raise 40 lbs. over a pulley. A man, therefore, who with a cord over a pulley can raise up 56 lbs. can move a load of 29 cwt. up a railroad ascending one foot in eighty, or sixty-six feet in a mile; and, on a level, he can move such load as easily as he can raise 16 lbs. over a pulley. This shows the vast advantages of a railroad over a common road. The inquiry may now be made why a narrow, and therefore a very cheap, railroad may not be made for the use of men? If they can move forward on such a road only one ton, or even half a ton, they could easily do on one the importance of such a publication to this such road all the transportation that is needed rapidly improving country, we presume no one on most of the routes leading to our principal market towns. Let those who have heavy articles to transport, and those who regard the welfare of the community, inquire into this

> [From the London Mechanics' Magazine.] DOMESTIC SELF-ACTING PUMP. desirous of knowing whether any method has been used to apply the force of a small stream

of water, having a fall of about 60 or 70 feet, by hydraulic pressure to raise a large portion a less distance. I want such a force to produce power by raising a portion of water about six or eight feet in height, into a water wheel, by a stream about 300 yards distance, having a fall as above. It will be seen from the subjoined, from the Imperial Magazine, that such a method has been tried on a small scale with success.

I remain, Sir, yours, respectfully

"That such a pump is perfectly applicable to all domestic purposes is proved by the fact of a very small one having continued working for three months without being touched, raising about two tons of water in 24 hours; it acts entirely without friction, and by its means, the rain water collected at the top of the house will pump up a corresponding quantity of water from a well as deep as the house is high.— Its principle depends upon the alternate filling and emptying of four reservoirs with air and

the 7th of Dec. a report from the President of the Pontchartrain Railroad Company, which adds another evidence, if another was wanted, of the great utility of Railroads to large cities. as well as to their safety foo passengers; for where else but on a Railroad has so few accidents happened among so many (90,000) pasengers as have passed on that railroad.

TO THE STOCKHOLDERS OF THE PONTCHAR TRAIN RAILROAD COMPANY.—The period has arrived when, under the 3d section of the charter of the Company, it becomes the duty of the President and Directors to lay before you for the purpose of commerce was wholly de-the third annual statement of the affairs of the nied. With such impressions on the mind of company. In doing so they have the gratification to state that the labors of their undertaking are drawing to a close, and that the transportation of freight has commenced, promising results highly beneficial to the public, and to the company

On comparing the extent of the works now nearly completed, with the plan upon which they were originally designed, they will be found to have been greatly enlarged. This circumstance has been the result of the increased confidence of the Board of Directors in the success of the undertaking, and the necessity of giving that public accommodation which the present plan of the works could alone afford. Since the last annual report, the works have been prosecuted without intermission, but at the close of the summer the scarcity of mechanics, and their loss of time from sickness have retarded by a few weeks the completion of the works to the extent contemplated

The works then in contemplation have been completed, consisting of a great enlargement of the road at the city depot. The construction over it of an extensive shed on cast iron pillars, and an enclosure by a wall and railings —a double track to serve as a place of passing has been laid to the extent of half a mile, and several thousand yards of earth have been deposited to widen and secure the embankment through the lower swamp. In the lake, works of great magnitude and expense have been constructed, and on its shore has been reared one of the most extensive hotels in the southern The losses which have been expericountry, enced in the first attempt to construct a harbor in the open lake were not disproportioned to the inherent difficulties of the undertaking. Those difficulties have now been overcome, and the advantages of such an improvement to the commerce of the city will be soon felt and ap preciated. The first effort to construct a breakwater was made under mechanics whose experience in works of the kind, on the northern lakes, justified the expectation of a favorable result, but it proved otherwise, for when the work had progressed to an expenditure of ten from the low stage of water at the Bayou, no thousand dollars, it was entirely destroyed by a vessel could, during that period, either enter or violent gale of wind. The break-water which now protects the harbor was commenced soon.

The adaptation of the railroad for the transafter the other, and has been put to the test in a manner to favor entire confidence in its sufficiency, side works on a similar plan have been put down to the extent of four hundred feet on the cast side, and one half that extent on the The pier has been carried out to six feet water at the lowest tide, and will be completed early in January next. Three sets of rails are laid on it with crossings sufficient to afford the greatest facilities in receiving and deliver-

ing cargoes.

During these extensive preparations for transporting freight, the transportation of pas-sengers was carried on in a manner to give complete accommodation to the public. This being done by horse power caused more than double the expense attending the use of steam, while by means of the latter a power five times more efficient can now be exerted when required. During the first six months of the second year commencing the 23d of April last, and ending 23d of October, the gross receipts for passengers amounted to \$36,000—leaving

We find in the New-Orleans Emporium of \$25,000 after paying the current expenses of the Charles are report from the President of the road. From that time to the present the passing on the road has been much diminished from causes which have operated alike on all business.

The restoration of the health of the city has a corresponding effect on the operations of the road, while the transportation of freight has opened an additional source of revenue.

When we look back upon the difficulties that have been overcome since the last annual meeting, there is room for congratulation at the prospect now before us. With many, the construction of a sufficient harbor was then deemed impracticable; with others, its utility the public, it should not surprise us that the value of the stock should suffer a depression from a momentary want of confidence. These impressions will soon be removed by the evidence now offered by the works of the com-

Apprehensive, however, that the change in the value of the stock might prove a cause of uneasiness to many of the stockholders, the Board of Directors thought fit to prepare in August last a circular, showing the situation of the affairs of the company. To this report the stockholders are now respectfully referred for a more detailed statement of the affairs of the company up to that period. Since that time the obligations of the company have been reduced by the payment of \$15,000, while payments were made on account of the works of the harbor to the amount of \$9,000.

Soon after the date of the circular referred to, the steam car Pontchartrain, then just received, was placed upon the road, and after a full trial, was found to realize the expectations of the most sanguine. This engine is capable of transporting one hundred passengers at a speed of thirty miles the hour, and can convey to the lake in twenty minutes the cargo of the largest vessel in that trade. In August last an order for another engine and twenty freight cars was sent to England, and one for twenty freight cars to New-York. Advices that the former were contracted for have been received, while most of the latter are on their way. Directors were sensible of the difficulty of securing a timely delivery of cars without the presence of an agent, but did not feel justified in incurring the necessary expense. With the in incurring the necessary expense. cars now in use, the transportation of freight will be limited, but relief is daily expected.

The road was opened for the transportation of freight early in November last, and on the 16th of that month, the schooner Orleans, Captain Crocker, entered for freight. The day after, the Isabella, Captain Vincent, arrived; and several vessels loaded with fire-wood, entered a few days after, discharged and departed, while

portation of passengers has been long since conceded, but some deny, and many have doubted its success in the transportation of freight, especially such articles as constitute the lake trade. The subject has received the carnest attention of the Board of Direction, and although they have had the experience of but a few weeks, they have the fullest conviction of a favorable result. The construction of the harbor offers the greatest facilities for receiving and discharging cargo, while equal facilities exist for handling on and off the cars. Preparations are making to afford similar fa-cilities at the city end of the road, and will be completed in ten days. A vessel engaged in bringing wood has made her trips every 48 hours, while the same vessel averaged a trip per week when trading upon the Bayou. The packets Orleans and Isabella are now receiving their second cargoes in the harbor of the company, and when additional cars are received,

and the company; but the company will not reap the benefits of them until more fully de-veloped. This makes daily progress, and the inhabitants of the city will soon experience the advantages resulting from the introduction of wood and other articles of necessity through a channel of communication subject to no interruption. The experience already had in the management of freight has led to the conviction that bricks can be transported on the road, on terms satisfactory to the owners and profitable to the company. The great trade in that article entitles it to the special attention of the company, and its transportation will be recommenced as soon as a sufficient number of cars are provided.

The success of the company in the transportation of freight is a subject of such importance, that it is not thought out of place to insert a statement made out by the late Captain Loomis, for many years a respectable and in-telligent captain in the trade between this and Mobile. It shows what advantages would, in his opinion, be enjoyed by a railroad over the Bayou, shewing a result highly favorable to the former. The statement is as follows:

"The tonnage of the Mobile is 67 tons, pays **8**50 124 Bayou fees,

Average cargo in say 20 tons—out 63 75 -85 tons at 75 cents.

Difference in favor of the Bayou, **\$13 621** Contra.—The time in coming up and going down the Bayou, detention in consequence of low water, is at least four days each trip. expenses of the vessel's crew, consisting of eight men at \$1 25 each, 4 days,
Two extra men up and two down, **\$40** 00

10 00 at \$2 50 each,

Average amount of goods lighter-ed; say 200 barrels, at 121 cents, Detention of vessels 4 days, at \$8, 25 00 32 00 **\$**107 00

To put the cargo on waggons and discharge it, would take 12 days work, at \$1 50,

In favor of the road, 875 371 If I were sure of plenty of water, say six feet at low water, I would bring in at least 80 tons, and take out at least 15 tons more, which would increase the amount of tonnage 75 tons each trip. We could always get plenty of lumber, brick, and wood, which would pay a small freight, as those articles are as low in Mobile as at Madisonville; but in consequence of the low water, we do not like to bring those heavy articles except for ballast.'

Had this statement been given to the public at the time it was made, it would have been regarded only as something very fine on paper. It is now published when the vessels in that trade are loading in the harbor, and when the steam car and steamboats side by side saluted each other.

From this view of the subject, nothing is wanted to insure the success of the railroad but a judicious and active administration of the

affairs of the company.

The great expenditure incurred in constructing the harbor, together with the extensive hotels and bathing houses, exhausted the means of the company and made it necessary to con-tract a loan of \$50,000, which has been obtained from the City Bank of New-Orleans on the bonds of the company, payable in five, ten, and fifteen years, at an interest of 8 per cent. The Directors felt much reluctance in contracting a loan at that length of time, and rate of interest: but the importance of completing the works in time to profit by the winter's business, induced them to make the contract. The company is therefore in a situation to meet all their engagements and complete their works. The rents nay be loaded in a single day.

These are advantages important to the public and revenue from the mail, will more than pay of the hotels and bath-houses of the company,

the road from passengers and freight to provide a sinking fund for extinguishing the loan thus contracted, pay the current expenses of the road, and the dividends. This will leave the company in possession of the proceeds of fauxbourg D'Arcantel as a surplus revenue.

One of the peculiar advantages of a railroad, as a means of transportation, over a canal, esenlarged to meet the increase of business. undertake therefore to affix limits to the works of the company, would be fixing a limit to the business to be done on it. This, it is believed, would prove injudicious in every point of view, and the Direction has accordingly adopted a system of administration which will enable the company to provide the facilities which the increase of business may require, without incurring any great increase in the expenses of the company beyond the mere cost of materials. With this view, and to insure a more efficient administration of the affairs of the company, an engagement has been made with Mr. John Grant to act as general superintendant of the operations of the company. The skill and enterprise evinced by that gentleman in the construction of the break-water and pier in the lake, leaves no doubt of his capacity as well to carry on the operations of the road as to en-

large and improve the whole undertaking.

For a general statement of the finances of the company, the stockholders are referred to the report of the finance committee herewith sub-

mitted.

In concluding their third annual statement, the president and directors look with confidence to the epoch when the result of the enterprising exertions of the company will be felt throughout the city and fauxbourgs; and when the advan-tages of the Railroad will not be confined to a section of this great commercial city; but will, by the means of branch railways, be extended to each extremity. The immense value of such extensions cannot be properly estimated by our citizens, until they are made. When the wishes of the company are met in a proper spirit by our municipal authorities, New-Orleans will be second to no city in the Union in profiting by the unexampled progress made in mechanical

If the works already constructed, be found to have much exceeded in time and cost the limits first assigned, it must be remembered that the estimate was made without experience as a guide; that the works have been extended far beyond the plan originally contemplated, and that there is every reason to believe that tho fruits of the undertaking will exceed calculation in a ratio equal to the excess of time and cost In attempting to construct a harbor in the open lake, the company were pioneers in the undertaking. The timber which is now procured at 7 or 8 cents the foot, then cost 25. This reduc-7 or 8 cents the foot, then cost 25. This reduction has been the result of a successful effort by the company to tow rafts by steam, and pro-mises great advantages to the public. It should also be remembered, that the greater part of the works of the company have been constructed without the advice and assistance of an engineer, and are the result of such attention as the president and directors have been able to give

In reviewing the benefits resulting from the establishment of the Pontchartrain Railroad, there is no circumstance to which the president and directors advert with as much pleasure as the fact, that more than ninety thousand persons have been conveyed to and from the lake, without injury to any passenger.

M. W. HOFFMAN, President.

RAILROADS.—The long projected railway from Birmingham to London, is again to be brought before the legislature. It is expected that the railway will be continued from Birmingham to Liverpool, and from thence to Edinburgh. The Southampton to London, by Fauxhall, Wandsworth, and Kingston, across

With the arrow, No. 2, the following results were obtained; but it does not clearly appear from Mr. M.'s statement, whether with a mush ket or a pistol:—

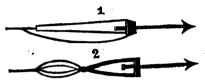
"At an angle of 45 degrees, with 46 grains of gunpowder, and the wadding hard rammed ture; it is also, as has been stated, attendant on Digitized by

the interest on the loan, leaving the revenue of || Ditton-Marsh and Walton-common, to Wey-|| down, the arrow carried with it 110 yards of Ditton-Marsh and Walton-common, to vveybridge, thence south of Basingstoke Canal to
line.

"The cord and all the adjustments as in the Winchester, and through Stoneham to Southampton. The whole distance of the line will and were not, in the most remote degree, injurrather less than seventy-seven mines.

railway from London to Brighton projectors rather too violent, from the additional weight of iniend to apply for a bill. Every preparation the arrow, and the degree to which the wadding had been rammed down: a circumstance which be rather less than seventy-seven miles. The ed. The recoil, in the last case, however, was pecially in this vicinity, is the great facility and small expense at which it may be extended and Woolwich, thence to Chatham and Dover.— The French have it in contemplation to make a railway from Calais to Paris.-[London pa-

[From the London Mechanics' Magazine.]



IMPROVEMENTS IN MR. MURRAY'S PLAN FOR Instantaneous Communication with Strand-ED VESSELS.-In No. 441, we gave an account of Mr. Murray's excellent invention for saving from shipwreck, abstracted from a pamphlet published by that ingenious and very philan-thropic gentleman. We have now before us a "Supplement" to that pamphlet, in which Mr. Murray describes some material improvements which he has since effected. In the experiments which we last recorded, Mr. Murray had only got the length of being able to project his safety line from a common musket; but the twisted gun barrels, or the French "canons a safety line from a common musket; but the purpose of the present "Supplement" is to announce that "in a thousand instances a pistol sufficiently near to them. with an arrow and its line will afford sufficient means to convey a rope and establish a medium of escape from the wreck to the shore.

The improvements made consist in a better construction of the arrows, and will be readily understood from a comparison of the prefixed sketches with that given in No. 441. The arrows, 1 and 2, are made of solid iron, and the spindle is polished to allow the sliding appendage and the recoil-spring to fly backwards dage and the recoil-spring to my with as little resistance as possible. The arrow is of metal, because it is found to project spring is of steel, which answers better than the cork or catouchet originally proposed. The snapcord is intended to meet the first sudden jerk, and provide a double curb to the violent impetus of the projected line, so that a charge of gunpowder double or treble what is usual may be employed. The arrow, No. 1, weighs. together with its appendages, 42 ounces, is one foot long, and 7 inch in circumference. The arrow, No. 2, with its adjustments, 52 ounces,

is 10½ inches long, and 1 inch in circumferrnce. With the arrow, No. 1, Mr. Murray made the following experiments, making use of a pistol 8½ inches long, and ½ inch diameter in the bore, and a cord 110 yards long, weighing 11

"First experiment; at an angle of 40 degrees, with 23 grains of gunpowder, the arrow carried the line 71 yards.

"Second experiment; at an angle of 30 de grees, with 34 grains of gunpowder, the line was carried 72 yards.

"Third experiment; at an angle of 45 degrees, with 46 grains of gunpowder, the line was carried 85 yards.

"Fourth experiment; at the same angle, and with a similar charge, the line was carried 83 yards.

"Fifth experiment; at the same angle and with a similar charge, the line was carried 84 leaves the hands of the manufacturer.

"In no instance did the cord break."

other experiments, remained completely entire. it seems necessary to state.
"The gun which has been manufactured by

Mr. Pritchard, of Birmingham, under my direc-tions, can discharge eight drachms of gunpow-

der with great ease.

"The arrow, in this case, was formed of brass, with a sliding ring embracing the rod, and having the line attached to a loop, the whole weighing 61 ounces, carried a platted hemp cord, double the thickness of a garden line, more than sufficient to pull a considerable rope on board, from the shore, and adequate to form the requisite line of communication with the vessel. This arrow carried the line 57 yards, with only one drachm of gunpowder.

"In the second experiment the arrow carried the line 112 yards, with 24 drschms of gun-These last experiments were made at Birmingham, and in no instance whatever

did the line break.'

Mr. Murray adds the following valuable prac-

tical remarks :—

"I. The Arrow.—The material of the arrow should be iron, and the more tough the better; perhaps old horse shoes, welded longitudinally and in separate pieces, will be the best, and ruban "or ribbon barrels, which approach

"II. Gunpowder.-This differs materially in power and propelling force. It has, I believe, been estimated as high in some cases as equivalent to a thousand atmospheres. Col. Mark Wilks informed me, as the result of a series of experiments made by him at St. Helena, that semi-burnt charcoal very materially increased the power of gunpowder. Willow, hazel, and dogwood, are the woods which supply charcoal for powder mills; and the last, if I am correctly informed, is preferred at Battle for the manufacture of the finest kinds. The smaller grained is inflamed more rapidly than the other, and it should seem, from experiments made in reference to the question, that the inflammation is also more complete. A little lycopodium powder mixed with the priming, while it would fa-cilitate the ignition, would tend very materially to protect it from wet, and therefore render it much more certain.

III. Wadding.—This may be formed of a slice of thin cork, or of an old hat or card punched out, or of soft brown paper, which last will seldom fall to the ground nearer than a distance of 20 or 30 feet from the muzzle of the piece. Some attention must be paid to this cir-cumstance, since, if formed of too pliant materials, such as cotton, &c. it will not be of sufficient consistency for the purpose; it will, therefore, lose in force, and the shot will not be carried so far. On the other hand, if the wadding be too stiff and inflexible, or rammed down too firmly, the shot will spread, and the piece will recoil considerably more. A medium in

both, therefore, will be found essential.
"IV. Recoil.—This arises from the retrograde motion of the piece, and is dependant on well known law in mechanics, namely, that action and re-action are alike. Excess in the recoil may be generally traced to inequality in bore, but it is taken for granted that the piece has been submitted to the usual proof before it weight of the piece being the same, the recoil will be in the ratio of the quantity of gunpowder and the weight of the ball, or other projectile. The recoil will also increase with the number

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The butt end of the gun must be held closely

and firmly to the shoulder.

"V. Bursting of the Barrel.—This is a very rare event, and easily prevented. Sometimes, indeed, it is the fault of the workman, and proceeds from a defect in welding, but the reputa-tion of a respectable manufacturer being compromised, very little danger need be apprehend The only other causes likely to occur in this question is the danger of an over-charge which a correct measure accompanying the powder flask or canister will most effectually prevent—the gun manufactured by Mr. Pritch-ard will bear 8 drachms of gunpowder, and not more than 3½ drachms can ever be required, leaving a reversion of 4½ drachms of powder. There therefore remains only another caution, and that is, the end of the arrow must be brought in complete contact with the wadding, which will be effectually secured by the angular elevation of 45 degrees-an elevation which secures the greatest range; the general cause of bursting in ordinary cases is to be attributed to the circumstance of the ball not being rammed home, and a space left between it and the charge of gunpowder.
"So simple an apparatus might be disposed

of in a small compass, and when put up in a convenient case, kept on board vessels; it might thus be made available in a few seconds, in the hour of danger. The impulsion of the arrow would be materially assisted by the gale blowing towards a lee-shore, and it would have, in relation to the line of direction and its successful receipt on shore, the combined advantages of an extensive segment of a circle over

merely central point.'

Not the least important feature of Mr. Murray's plan is its great cheapness, compared with every other which has been proposed:—"The expense required for the establishment of a few stations of Captain Manby's apparatus will supply some thousands of these, (blunderbusses, muskets or pistols)—in fact, suffice for the British isles." Mr. M. states, that a "gun with six arrows, two lines each 200 yards long, two tin cans to hold the lines, a powder-measure, a supply of wadding, &c., will cost (only) from 4l. to 5l.;" and "the smallest gun (query, the pistol?) with the apparatus complete, much less.

We are glad to perceive that the "National Institution for Saving from Shipwreck" have determined on forthwith introducing Mr. Murray's invention on the dangerous coast of Sussex; nor can we anticipate less than its speedy adoption along all our shores. Mr. M. adverts with great modesty to the trouble and expense which he has been at to bring the invention to its present state of perfection, but rather by way be impossible. of apology for not doing more in its behalf, than "The entire with a view to eliciting any public reward. We trust, however, that a great and generous nation will not on that account be the less disposed to mark, in some suitable manner, its sense of the valuable present he has made to it. If Captain Man', was thought well deserving of ment of the boats, or loss on the capital there-3,2501. for his imperfect apparatus, it cannot be that the inventor of one in every respect superior to it should be suffered to go wholly unrewarded.

[From the London Athenaum.]
RAILWAYS AND CANALS.—'The question is one of great importance to the parties interested in the canals between London and Birmingham, as on the truth or falsity of the calculations of the promoters of the railway must de-pend the continuance of a considerable portion of the revenue of the canal proprietors, and the very existence of the trade or occupation of the canal flyboat carriers. Unless the London and Birmingham railway company obtain posses sion, not only of the whole revenue or tolls paid to the trustees on turnpike roads, with a por-tion of the canal tolls, and the entire income and profit of the carriers and coach-masters on these roads and canals, no return whatever could be obtained from their outlaid capital.

the wadding being rammed down too firmly. [[that the canals are unable to enter into compe- [[supposed to exist, viz: the probability, or rathtition with them for the turnpike road traffic; er certainty, of a great increase of panies must stand merely on the defensive, until the railway company, having taken the road trade, begin the attack, and that then the canal carriers and company can only protect and preserve a part of their light goods trade, by a reduction of dues and charges to compensate

Yeyance.
The writer proceeds to argue, that by constructing a canal of the same length as the proposed railway, the coaching trade of the latter could not stand for a single month in competition with the canal boats, in which passengers can travel with perfect safety, at the rate of ten miles an hour, with a degree of ease and comfort which no other conveyance can give, and at a tenth of the cost. Here are his calculations, founded, he says, on experiments made on the Manchester railway and the Ardrossan

canal:

"The ordinary speed for the conveyance of passengers on the Ardrossan canal has, for nearly two years, been from nine to ten miles an hour, and although there are fourteen journies along the canal per day, at this rapid speed, the banks of the canal have sustained no injury; indeed injury is impossible, as there is no surge. The boats are formed seventy feet in length, about five feet six inches broad, and but for the extreme narrowness of the canal. might be made broader. They carry easily from seventy to eighty passengers, and, when required, can, and have carried upwards of 110 passengers. The entire cost of a boat and fittings up, is about £125. The hulls are formed tings up, is about £125. The hulls are formed of light iron plates and ribs, and the covering is of wood and light oiled cloth. They are more airy, light, and comfortable, than any coach: they permit the passengers to move about from the outer to the inner cabin; and the fares per mile are one penny in the first, and three farthings in the second cabin. The passengers are all carried under cover, having the privi-leges also of an uncovered space. These boats are drawn by two horses, (the prices of which may be from £50 to £60 per pair,) in stages of four miles in length, which are done in from twenty-two to twenty-five minutes, including stoppages to let out and take in passengers, each set of horses doing three and four stages alter-nately each day. In fact, the boats are drawn through this narrow and shallow canal at a velocity which many celebrated engineers had demonstrated, and which the public believed to

"The entire amount of the whole expense of attendants and horses, and of running one of these boats four trips of twelve miles each, (the length of the canal,) or forty-eight miles daily, including interest on the capital, and twenty per cent. laid aside annually for replacein invested, and a considerable sum laid aside for accidents and replacement of the horses, is £700 some odd shillings; or taking the number of working days to be 312 annually, something under £2 4s 3d per day, or about 11d per mile. The actual cost of carrying from eighty to one hundred persons a distance of thirty miles, (the length of the Liverpool railway,) at the velocity of nearly ten miles an hour, on the Paisley canal, one of the most curved, narrow, and shallow canals in Britain, is therefore just £1 7s 6d sterling. Such are the facts, and incredible as they may appear, they are facts which no one who inquires can possibly doubt.

"The result of the experiment on the Liverpool railway has been somewhat different from that on the Ardrossan canal.—On the railway, indeed, the expected velocities have been fully attained, and the calculations of t' a engineer, in this respect, satisfactorily demonstra-

expense, the coaching, posting, van and wagon trade on which they expect to take from the road without dispute. They consider that the canal coming the speed on canals has been transferred to the increase of expense on increasing the speed on railways, with this addition, that the increase of expense affects not merely the moving power, or locomotive engine, but the coaches, wagons, and roadway. The ordinary speed es, wagons, and roadway. The ordinary speed of conveyance on the Liverpool railway is for the great rates of speed of the railway con- from ten to twenty miles an hour, and depends much on the weather and the weight dragged. The railway engine, with its tender for carrying coke and water, costs about £1000, and drags after it a train of eight coaches, the cost of each of which, if the same as in the estimate for the London and Birmingham railway, should be £200, or a train of first class coaches, with accompanying engine and tender, costs £2600. The coaches accommodate one hundred and twenty passengers. There are other coaches, and also uncovered wagons, which travel at an inferior speed, and which will cost less. fares are various: seven shillings, or nearly threepence per mile, for each passenger in the best coaches: and five shillings, or twopence per mile, for each passenger in the common coaches, of what is called the 'first train.'-being just double and triple the Paisley boat fares; and four shillings in the coaches, and three shillings and sixpence in the uncovered wagons, of what is called the 'second train,' which move at a lower velocity. The lowest railway fare to the traveller is therefore three halfpence per mile, in an open, uncovered wagon, moving at an inferior speed, exposed to wind and rain, and the steam and smoke of the en-gine—or double the fare on the Paisley canal, for being carried in a comfortable cabin under cover."

Having laid before our readers these obser-vations of a man of science and experience, we shall encumber them with no remarks of our own. England has many splendid canals, and we confess we should be sorry to see a fine line—nay, a stream—of pure water exchanged for a road, with its carriages moving along, obscured in mud or in whirlwinds of dust.

First Annual Report of the Directors of the Philadelphia and Trenton Railroad Company.

In compliance with the provisions of the 7th section of the act of incorporation, which requires, "That at each Annual Meeting of the Stockholders, the Directors of the preceding year shall exhibit to them a complete statement of the affairs and proceedings of the Company, for such year," the President and Directors

submit the following report:

That on the 9th day of June last, the Directors, elected by the Stockholders on the 5th day of the same month, met, and having elected John Savage, President, and Thomas G. Kennedy, Secretary and Treasurer, proceeded to ascertain the state of the funds of the Company, when it appeared that three thousand shares of the capital stack had been subscribed on each the capital stock had been subscribed, on each share of which five dollars had been paid to the Commissioners appointed by the act of incorporation to receive subscriptions to the stock, amounting in the whole to the sum of fifteen thousand dollars, and that five hundred and ninety-seven dollars and six cents thereof had been expended by the said Commissioners, while in the discharge of their duty; and that the balance of fourteen thousand four hundred and two dollars and ninety-five cents was paid over by the said Commissioners to the said President and Directors, and placed by them in the hands of the Treasurer, subject to the direction of the Board.

That at a meeting of the Board of Directors on the 28th June last, it was considered that the whole of the amount received by them from the Commissioners, and now at their disposal, would not be wanted immediately for the purrese roads and canals, no return whatever ted as possible and correct; but unluckily, one poses of the Railroad, and that it would be to wery important matter had not been admitted the advantage of the Stockholders to place so much thereof at interest as would not be required for current expenses: They therefore well calculated to insure success. loaned on that day twelve thousand eight hun-tages of public improvements of this dred and sixty-five dollars thereof, on good security, payable when required, at an interest of six per cent.; leaving fifteen hundred and thirtyseven dollars and ninety-four cents in the Treasurer's hands, for the purpose of defraying current expenses.

That at the same meeting of the Board, a Committee was appointed to examine the several routes proposed for the Railroad, with directions to employ an Engineer, and such Assistants as should be necessary to make a survey of such route or routes as they should direct, and make report to the Board at its next

meeting.

The Board met again on the 8th December last, at which time the Committee made a report of the survey, accompanied with a draft, or map, profile and estimate of the cost of construction, by Mr. Samuel H. Kneass, whom ladelphia Saturday Post.] they had employed as their Engineer, in making the said survey, together with a model of a Railroad.

From the whole of the surveys and examinations made, it appears that the ground between Kensington and Morrisville, on the south side of the Frankford and Bristol Turnpike, is peculiarly favorable for the construction of a railroad; that the whole distance will be a little short of twenty-seven miles; and that the grading of the same for a double track, and laying a single track of rails, on the plan of the models presented to the Board, with seven turnouts, is estimated to cost \$38,422 66.

They further report, that at a meeting of the Board, on the 19th of December last, it was deemed expedient to place under contract the grading or road formation of the whole line, together with all the necessary bridges and culverts, and having appointed Mr. Samuel H. Kneass the Engineer of the Company, they directed him to proceed to the final location and staking out of the work, without further delay.

The Board then entered into, as they believe, a very advantageous contract on the part of the in many minds, and although he has felt it him-Company, with Richard Morris, of the City of self, he is induced to adopt that course, under Philadelphia, to execute and construct the said remadeiphia, to execute and construct the said and construct the sai 1834, and the bridges to be completed on or be-fore the first day of September, 1834, by which that his desires to be useful do not require at sai of it. it is believed the whole road may be completed his hands. and ready for use, should the superstructure

and within a period of six months from the time of their arst coming into existence as a Board, the very flattering prospect of the com-pletion of the road, on terms more favorable than those of any similar work in existence, and at as early a period as the nature, extent, and permanence of the undertaking will admit By order of the Board,

John Savage, President. TH. G. KENNEDY, Secretary. January 14, 1833.

PHILADELPHIA AND TRENTON RAILROAD.— At an election held 14th January, 1833, in Philadelphia, the following named gentlemen were unanimously elected Managers of the Philadelphia and Trenton Railroad Company:

John Savage, James Worth, Simon Gratz, Thos. G. Kennedy, Geo. Rundle, James Rec-side, Jos. McIlvaine, Cephas G. Childs, Jonathan T. Knight, Charles Lombacrt, F. G. Wolbert, Wm. F. Swift.

And at a meeting of the Board, John Savage was elected President, and Thomas G. Kennedy, Treasurer and Secretary.

NEW RAILROAD.—The Reading Journal states that a project is on foot, to make a railroad from Reading to Philadelphia, and that an application to the Legislature of this state is about to be made for an act of incorporation. The Journal says :—" The project originates from a source

tages of public improvements of this description considered as a means of profitable investment are daily becoming more apparent to our capitalists, and the immense public benefits arising from them are too obvious to admit any longer of doubt. A railroad from this borough to the city, in connection with the Schuylkill Navigation and Pottsville and Danville Railroad, can inthinking that, whilst railroads and canals may be best to render Reading, in a great measure; the entrepot between Philadelphia and the great country drained by the waters of the north and west branches of the Susquehanna. The complete their control of the susquehanna.

Dear Sir,—I received your letter of the 2d inst. communicating your views respecting internal improvements, especially artificial roads, and your inclination to publish a work which will embody the principles which should regulate their construction. I share with you in your zeal upon this interesting subject, and I concur also with you in thinking that, whilst railroads and canals may be best in thinking that, whilst railroads and canals may be best their construction. I share with you in your zeal upon this interesting subject, and I concur also with you in thinking that, whilst railroads and canals may be best in thinking that, whilst railroads and canals may be best reconstruction. I share with you in your zeal work which will embody the principles which should regulate their construction. I share with you in your zeal work which will embody the principles which should regulate their construction. I share with you in your zeal work which will embody the principles which should regulate their construction. I share with you in your zeal work which will embody the principles which should regulate their construction. I share with you in your zeal work which will embody the principles which should regulate their construction. I share with you in your zeal work which will embody the principles which should regulate their construction. I share with you in your zeal work which will embody the principles which should regulate their construction. I share with you in your zeal are daily becoming more apparent to our capicountry drained by the waters of the north and west branches of the Susquehanna. The completion of such a work appears, to us, to be equally desirable to the citizens of Philadelphia and the inhabitants of this place. We presume the Charter asked for will be readily granted by the Legislature, and we trust on such terms of liberality as to afford adequate encouragement to a laudable and beneficial undertaking .- [Phi-

roposals for publishing a Practical Treatise on laying out and constructing M'Adamized Roads: together with general Observations on the best Mode of making and improving other Roads. By Jno. S. WILLIAMS, Engineer.

The subject proposed to be treated of is one which directly or indirectly interests every individual in civilized communities. There is There is no treatise known to the author which embodies as much matter as the importance of the subject demands. Most of what has been written on it is buried amidst masses of other matter, in very voluminous works, or scattered among the columns of newspapers, and alike unfitly situated to give general information in, or to improve the art of, road-making. The attempt, therefore, to treat it alone, and to make it the subject of a separate volume, needs no apology, nor will it elicit one.

The author in presenting the proposed work to the patronage of the public, is not ignorant of the antipathy to book subscriptions that exists in many minds, and although he has felt it hima firm conviction that he can never undertake

For the purpose of inspiring public confidence in his endeavors, and not ostentatious be judiciously contracted for in good season.

The Board are therefore happy to present to display, he presents in the order of their dates, the Stockholders, in their first Annual Report, the following recommendatory extracts and communications.

> BALTIMORE, August 28th, 1832. Esteemed Friend:—In relation to thy proposed publication of a treatise on laying out, making, and managing M'Adam and other public roads, I am free to say, that I think such a work much wanted in this country, and that I do not know any one who could probably approach the

> subject with greater requisite ability.
>
> It is with unfeigned pleasure that I have an opportunity to express the foregoing sentiment, which thee can use as occasion shall appear to render necessary, and should I be able hereafter to serve thee in this or any other way, it will greatly contribute to my happiness. With sentiments of esteem and high respect I am thy friend,
>
> J. KNIGHT, Chief Engineer of the Baltimore and Ohio Railroad.

The advan-||work is much indebted for the fidelity and accuracy of its execution in all its parts.

ASHLAND, 10th September, 1832. Dear Sir,—I received your letter of the 2d inst. commuof locomotive carriages.

of locomotive carriages.
Such a work as you propose to prepare an 1 publish, is much wanted; and if it is well executed, I should think would be liberally patronized by the public. I am not intinately acquainted with your capacity for compilation and composition, but it it be equal to your judgment and skill in the construction of roads, and of which I have seen the most satisfactory and conclusive proofs, I have full confidence that you will give us a highly useful and valuable hook.

able book.

Wishing you great success and individual prosperity, I Wishing you great success and individual prospect, am, with much respect, your friend and obedient servant, H. Clay.

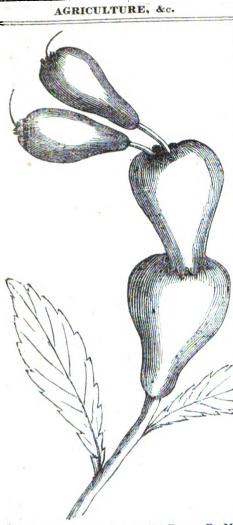
PARIS, Ky. Sept. 16th, 1832. PARIS, KY. Sept. 16th, 1832.

I was ten years engaged in making and repairing roads in England and Scotland, under the celebrated M'Adam, in his life-time. Mr. Jno. S. Williams, superintendant of the Maysville turnpike, is following Mr. M'Adam's principles much closer than is common in America. In fact, his are completely M'Adamized roads. With Mr. Williams personally, I have very little acquaintance, but judging from the goodness of his roads, and the system pursued by him in making them, I believe him second to no road-maker now living.

ANDREW STEELE. road-maker now living. ANDREW STEELE.

In writing and compiling the proposed work, it shall be my aim, neither to be tediously particular, nor obscurely brief; but as the safer, I intend to fall into the former rather than the latter error. My endeavors shall be to write a plain practical treatise, and not to make any unnecessary display of science or skill. The book most needed is one that might enable any person with a tolerable education, by close application, to make a first rate road, or to improve in the best manner those already made. Such a book, it is hoped, the proposed one may be. It will embrace nothing but what is connected with the laying out, the construction, the use, or the repair of two kinds of roads, may be interested, if not instructed by a peru-

The matter in the work will be treated in something like the following order:—Introduc-tion, Road Companies, Charter, By-Laws, Engineers, Mapping, Superintendants, Directors, Lettings, Contracts, Masonry, Bridging, Graduation, M'Adamizing, Repairs, Tolls, Artificial Roads generally, Substitutes for Stone in the construction of Artificial Roads generally, Common Roads, Street Pavements, Wharves, Landings, Ferries, Viaducts, Yards, Walks, Vehicles, &c. &c. Believing that no man of observation is so ignorant that he cannot teach, nor so wise that he may not learn, a request is made to all who can communicate any useful matter on any of the above subjects to do so; but at the same time, the necessity of



An Extraordinary Jargonelle Pear. By MR To the Editor of the New-York M. SAUL. Farmer and American Gardener's Magazine.

SIR,-The pear, of which the following is a drawing, was grown in this town this season. The one at the stem was first formed; it then sent out a blossom, which produced the second; this produced two blossom buds, from which were grown the two smaller ones. I have an account of a similar production of a pear, grown in another place. There were six Yours, M. SAUL. well formed pears. Lancaster, England, October, 1832.

OLD PRACTICES .- In some parts of Scotland, in former times, the plough used to be drawn by four horses abreast, and required the attendance of three men. The business of one was to drive. For that purpose he placed himself be-The business of one was to tween the middle horses, with his face towards the plough to guide it straight, and in this position he walked backwards with the reins in his Another walked behind the horses with a crooked staff, which he fastened in front of the beam, and by means of it regulated the depth of the furrow, by raising or lowering the plough as occasion required. The ploughman plough as occasion required. The ploughman followed with a hold on the stilts; and in this formidable and ludicrous manner, they repeated their attacks upon the soil.

In harvest, a basket machine was placed on horseback for carrying home the grain, and persons were employed on each side with forks, to keep it on a proper poise. It is said that this practice was within a few years to be met with in Galloway.

Many practices, subsisting even at this day in Ireland, are still more ridiculous. Mr. Arthur Young tells us, that in Donegal he has actually seen horses ploughing, fastened by the tail. [Lynn Weckly Messenger.]

General Government required. By A. W. To the Editor of the New-York Farmer.

The Chinese, knowing the great value of the silk manufacture, closely guarded the secret of its management by the most rigid penal enactments, by which means they were enabled for many centuries to keep the silk worm from spreading over the world, consequently monopolized the whole business, which was a source of much wealth to their empire.

Many fruitless attempts were made by crowned heads to obtain the worms, and to learn the mode of their management, but for a long time

The prospect of great reward at length put a few eggs of the silk worm in possession of the Emperor Justinian. From this small beginning all the silk worms in Western Asia, Europe, and America, have been produced .-England, Holland, Germany, Russia, and Sweden, are fully aware of the importance of the silk business. France, more than any other na tion in Europe, is deriving her power and great est resources from the culture and manufacture of silk.

Our Treasury returns, for several years past shew that the silk imported and consumed in the States is more in amount than the bread stuff exported. Silk may be successfully and advantageously cultivated in every state in the Union. Experiments have shown American silk to be superior in color and texture to the will not be lessened by such culture. The condition of the poor will be much improved; the young and infirm will make good silk culturists.

The climate of England is too damp and cold to propagate the silk worm. America may yet reap great profit on raw silk as an article of

Jay made no mention of cotton as an article of American production, in his treaty with England, 1794. The present year's crop of cotton is worth about thirty millions of dollars. Many of our citizens, who about 38 years ago planted cotton seed, may be living witnesses of the fact, that cotton is the first staple in the states. A large portion of those who are now planting the mulberry seed, may live to see raw silk the second grand staple of our coun-The state of Connecticut has taken the lead in the growth and manufacture of silk. Many of her citizens are entitled to great credit for their persevering and patriotic efforts.

Mansfield has been engaged more or less in the raising of silk ever since 1760, and the quantity gradually increasing. Windham and Tolland counties have produced for the last year raw silk sufficient to employ fifty-five looms, which would manufacture about 30,000 yards per year, say vesting and other broad goods.

Considerable quantities of silk goods have been produced by the enterprising perseverance of Mr. Rapp, of Economy, in Pennsylvania. Superior specimens of what might be accomplished by a judicious National fostering was exhibited last Winter at Washington, by the venerable and learned Mr. Duponceau. Many other parts of the Union have produced latter article is found the most profitable, yet ces, and author of the New-England Farmer, or

Importance of the Silk Culture-Aid from the || in manufacturing this, a great drawback to profit is experienced from not systematically understanding the art of filature, or reeling the silk from the cocoon. In other countries, where sewing silk is manufactured, the tow of the silk is worked in; but we are obliged to make use of the best part of the fibre. Our sewing silk is stronger than the Italian, but in consequence of our defective reeling it is very wasteful, difficult to keep from tangling, &c. The finishing of piece goods suffers from the same cause.

It must be obvious that something is materially wrong in the silk operations of our people, or the manufacturing of it would ere this be entered into much more generally.

The culture of silk was attempted in Virginia a century and a half before cotton was brought into notice. The growth and manufacture of cotton has progressed with astonishing rapidity-the value of our cotton manufactories is immense.* It is now only 25 or 30 years since it was thought the ingenuity of our people would not be equal to manufacture as good and as cheap goods as the once celebrated India Baftas and Hummums. A very short period of experiment drove these very inferior trash from our shores. The bare mention of such fabrics being once in so general use in our country, causes almost as much risibility as the fact of importing building brick from Holland. Our cotton goods now find their way to the Indies; our bricks are equal to any in silk of any nation. Other agricultural labor the world; and with a little national protection, we will soon cease importing silk, and have raw silk to spare for a profitable export.

Many of the states, by their public acts, have shown their very decided opinion of the immense importance of the culture of silk, as a great and commanding National object; yet still, this grand object lingers.

The chairman of our Congress committee on Agriculture, 1832, speaking of the manufacture of silk, remarks, "On an experiment untried in this country, and requiring considerable capital, a reliance on individual enterprise would be at least problematical; and it is not to be expected that the several states will ever be found to act in concert so as attain the result which a national operation is calculated to procure."

If the manufacture of silk should ever be undertaken upon an extensive scale in the United States, Congress must give us a National School, to teach the whole process of silk work, but more particularly the important art of fil-

The eight millions of dollars sent annually out of the country for silks, in its various forms, can be saved, and it is as well to begin now as wait another century.

Lansingburgh, Jan. 1, 1833.

SIR,-The Rev. Samuel Deane, D. D. Vice President of Bowdoin College, and Fellow specimens of silk stuffs and sewing silk; the of the American Academy of Arts and Scien-

^{*}The home consumption of raw cotton has increased 500 per cent, within the last 16 years, while that of Great Britain has only increased 220 per cent. in 21 years.

Rotation of Crops and Food of Plants. To the Editor of the New-York Farmer and American Gardener's Magazine.

better than agriculture. The ignorance manifested on this subject appears to me inexcusable in one who sets himself up for a teacher. He would persuade us that we have only to change our crops in order to render our land perpetually fertile. The absurdity of this doctrine is too apparent to need refutation. Land once exhausted of vegetable food is utterly incapable, I believe, of producing any crop. Manures buried in the soil appear to be slowly resolved into carbonic acid gas; this is absorbed by the earth, and afforded little by little as the plants can receive, assimilate, and digest it.

This carbonic principle I take to be the true food of plants; and where it is wanting in the soil, it would be in vain to attempt to cultivate any crop whatever. All animal and vegetable matter appear to be principally composed of this carbonic principle, but when manure or a carcase is thrown on the top of the ground, it is absorbed by the sun, scattered by the winds, and its decomposition too rapid to allow the plants to receive, digest, and assimilate it: they can only take a limited quantity at a time. Hence we bury manures in the soil, that this food may be afforded slowly as the plants can use and assimilate it. This food is every where diffused in the atmosphere, but not in sufficient quantities to support plants in a vigorous state, unless we apply Plaster of Paris or some other substance to attract it, or bury manures in the earth to supply it in the neighborhood of the plant. Such are my views on this subject, and I remain yours, as ever, AGRICOLA.

September 11, 1832.

Vegetable Physiology-Lindley's Lectures.

By B. To the Editor of the New-York Far. mer and American Gardener's Magazine.

I have been delighted, and withal much instructed, in perusing the notice of a course of lectures on Botany, as connected with Horticulture, recently delivered by Professor LINDLEY, before the London Horticultural Society. have seen nothing better calculated to excite a taste for this delightful science, or to render it subservient to the wants of man. I hope soon to see the entire series advertised by our enterprising booksellers. There are some facts laid down by the Professor, in the analogy which he draws between the blood of animals and the sap of plants, that may be new, and I presume not uninteresting, to a portion of your readers, and which I take the liberty to send you, with some remarks, for publication.

The necessity of alternating crops in husbandry has been imputed to a power in plants of electing from the soil the peculiar food adapted to their wants; and it has been supposed, that as one crop ordinarily exhausted the specific food of its species, a succession could not follow without deterioration, or a fresh supply to the soil of the needful pabulum. But the Professor says, that plants absorb aqueous particles indiscriminately; "that the moisture absorbed by the spongioles having ascended to the leaves, and been elaborated there into sap, returns, depositing by the way all the nutritious particles it has acquired; and at last throws off to another order of vegetables. the residuum, in the shape of a spongy excrescence, at the root. These excretions, consist. seem to have demonstrated, that plants throw

Georgical Dictionary, &c. has given us a long | ing only of what the plant has rejected, are of | off by their roots whatever is deleterious to article on the Rotation of Crops. Verily, I ap- course unfit for the support of other plants of a their health, the conclusion drawn from the fact prehend that Mr. Deane understood theology similar nature, and may be said (in relation to does not seem rationally to follow-I mean, it such) to poison the soil."

> This goes to strengthen the argument in faden culture. It applies with particular force to particular, is found to deteriorate on ordinary the transplanting of trees; and indicates the soils, and on few will it bear repeating oftener transplanting them with a ball of earth, as is often the case, particularly with evergreen. I have heard of the practice being successfully adopted, observing the precaution to prevent the drying of the fibres, so as to destroy their functions. But as evergreens have always a foliage to sustain, the ball of earth becomes in a measure necessary to preserve the spongioles (mouth) it contains, till new ones are formed, or those injured by the removal resume their functions.

The experiments employed to illustrate the deposit of vegetable excrementitious matter, served to show another remarkable analogy between animals and vegetables. "All poisons are either corrosive or narcotic; or, in other words, act either by over-stimulating or relaxing the system; and these different effects have been shown clearly, by various experiments, to be produced on plants. One branch of a common barberry was steeped in a solution of corrosive sublimate, and another in a decoction of opium, when, in a short time, the vessels of the one were found to have become turgid, and of the other relaxed: the natural irritability of the plant being, in both cases, destroyed." To this susceptibility in plants to the deleterious effects of poisons, I have no doubt we shall be able to trace the new maladies which injure our fruit trees. I consider that the disease which has destroyed many of our plum trees has been proved to originate with an insect, which punctures the branches. and injects a subtle corrosive poison into the sap vessels. The precaution, when it has been adopted, of cutting off and burning the affected parts as soon as they are discovered, and of thereby destroying the germ of the insect, has had a happy effect in diminishing the evil.

While employed in these remarks, I have met with the observations of M. MACAIRE, inserted in the French Journal of Science and Arts, upon this branch of physiology, which coincide with those above quoted from Professor LINDLEY. "A certain portion of the juices," says M. Macaire, "which are absorbed by the roots of plants, are, after the salutiferous portions have been extracted by the vessels of the lity. By forcing the air out of the body, they plant, again thrown out by exudation, from the can dart down from the greatest heights with tions have been extracted by the vessels of the roots, and deposited in the soil. It is probable the existence of this exuded matter, which may be regarded, in some measure, as the excrement of the preceding crop of vegetables, that proves injurious to a succeeding vegetation. It has been compared to an attempt to feed vegetables upon their own excrements. The particles which have been deleterious to one tribe of plants cannot but prove deleterious to plants of the same kind, and probably to those of some other kinds, while they may furnish nutriment

Admitting what these eminent physiologists

does not result that the cause of the deterioration of the second is to be found in the deposits vor of alternating crops, in field as well as gar- made in the soil by the first crop. Wheat, in propriety of removing all the soil from their than once in three or four years; yet there are roots, and even of washing them, instead of soils which will bear cropping with this grain for many successive years without diminution of product. Such is particularly the case in the valleys of the Genesee and of the St. Lawrence. Here, upon their theory, must be an annual accumulation of poison, and yet the plant does not seem to be injured by it. This excrementitious or poisonous matter has, combined with aliment, once passed through the sap vessels of that plant without injury; and why not, combined with the aliment which is constantly preparing in the soil, may it not prove equally innoxious, the second year, to a like plant. I suspect it is not so much the presence of a poison, as the absence of food, which causes the falling off in the product. These gentlemen admit that, although plants cannot elect, in the soil, the food which is adapted to their wants, they can and do retain none other in their system. This is admitting that there is a specific food adapted to each species; and that what is aliment to one kind may prove a poison to another. Is it not rational then to conclude, that as a plant appropriates to itself all the salutiferous or alimentary particles which enter its sap vessels, the subsequent infertility to this kind of crop is owing to the soil being exhausted of its particular or specific food? The annual application of manures, containing this specific food, is generally successful in counteracting this sterility. The deep alluvial deposits of vegetables and animal matter, which have been accumulating for centuries, and to which I have alluded, seem to afford an inexhaustible supply of the specific pabulum of wheat, without any indications of the imaginary poisons.

December 8, 1832.

VOCAL MACHINERY OF BIRDS .- It is difficult to account for so small a creature as a bird making a tone as loud as some animals a thousand times its size; but a recent discovery has shown that, in birds, the lungs have several openings communicating with corresponding air-bags or cells, which fill the whole cavity of the body from the neck downwards, and into which the air passes and repasses in the pro-gress of breathing. This is not all: the very gress of breathing. This is not all: the very bones are hollow, from which air pipes are con-veyed to the most solid parts of the body, even into the quills and feathers. The air being rarified by the heat of their body, adds to their levastonishing velocity. No doubt the same machinery forms the basis of their vocal powers, and at once resolves the mystery.--[Gardener's Music of Nature.]

NEW-ENGLAND PORK.

Mr. Fessenden,-Mr. Asa Littlefield, of Framingham, slaughtered a hog last week, that weighed when dressed 678 lbs.

It was weighed at the scales of Wheeler & Stone, and sold to Silvanus Phipps, of Framingham; the hog was between eighteen and nineteen months old. The lovers of fat pork are invited to call and see so fair a specimen of New-England production.

December 10, 1832.

w. B.

 $\mathbf{Yours}.$

METEOROLOGICAL RECORD, FOR THE WEEK ENDING MONDAY, JANUARY 21, 1833. [COMMUNICATED FOR THE AMERICAN RAILROAD JOURNAL.]

Date	·.	Hours.	Barome- ter.	Thermo- meter.	Winds.	Strength of wind.	Clouds from what direction	Weather and Remarks.
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		6	.10	40	• •			fair
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		2 p.m.	.88	40		1	1	cloudy
		6	.87	38			i	Maria e a
		10	.85	37		1		thick mist

FOREIGN INTELLIGENCE.

LATER FROM EUROPE .- By the John Jay, from Liverpool, we have our London files to the 7th, and Liverpool to the 8th, both inclusive. Our previous accounts from London were to the 4th.

There is nothing that can be properly called news by this arrival. The firing upon the citadel of Antwerp by the French, was warmly urged, and not as warmly returned by the Dutch. As yet, the city of Antwerp had been spared by Gen. Chassé, whose course seems to savor of indecision. The loss of life on either side was thus far inconsiderable.

From Portugal there is nothing additional.

In Paris the address of the Chamber to the King's speech was carried, by a majority of 114the minority protesting numbered only 119-the minority that made the revolution of the three days was 221. The Courrier Francais considers the constitutional era as closed by this vote, and that the Charter had received its death blow.

In general, tranquility appears to prevail, and confidence in the maintenance of peace.

The Temps has a report that simultaneous applications had been addressed to the French Cabinet by the Courts of Naples, Turin, and Rome, on behalf of the Duchess de Berri. It will be seen, (says the London Courier, of December 7th,) that our private correspondent alludes to the difficulties which stand in the way of the Government with regard to disposing, in some way or other, of this Princess, respecting whom nothing has yet been propounded to the Chambers.

The debate in the Chamber of Deputies on the 3d ult., shows that one amendment respecting Poland was made to the answer as drafted to the King's speech. The reply of the King does not allude even to that paragraph-although, according to letter writers, M. Dupin, the President of the Chamber, read it to the King with marked emphasis.

A violent eruption of Mount Etna on the 17th and 18th ult., is stated to have destroyed Brente, a town situated nine leagues from Catania, and containing a population of 10,000 persons.

An article from Venice of the 20th ult., in the Producent Gazette, quotes accounts from Alexandria been directed at or fallen in the city.

Antwerp had SURKENDERED to the set of the Control
had, with from 1,500 to 2,000 Bedouin cavalry, ob tained a new victory over Hussein Pacha between Adanah and Koniah, and had taken two pieces of cannon. It is added that Ibrahim was about to establish his winter quarters in Mesopotamia, where he intended to fortify some positions.

[From the London Times, of Dec. 7.]
ANTWERP, WEDNESDAY, DEC. 5.—The cannonad. ing has continued since yesterday briskly enough yet not with the force which some persons expected. Some of the batteries on the French side have distinguished themselves by the accuracy of their fire others are said to have pointed too high, so that some shells and balls passed over the citadel, and fell into the Scheldt. It was hence imagined that those shots were directed to sink the gun-boats in the river, but none of them have taken offect.

Fort Montebello, which is an advanced work of the town, and which is in the hands of the French what those of St. Laurent and Kiel were in the hands of the Dutch, has fired yesterday and this day against the bastion of the citadel called Pacedo.

The number of guns employed by the French are now officially stated to be 60 cannons, of various calibre, and 22 mortars and howitzers. the latter are described as being let off last night, not in the curve usually formed, but tristagularly which made of firing is said to have produced much execution in Fort St. Laurent. The chief fire of the citadel, as far as I could see from an elevated situs. tion, has been latterly directed towards the batteries in front of Fort Kiel. Forts St. Laurent and Kiel have been silont since yesterday evening.

The citadel already shows external marks of the injuries it suffers. A fire broke out in one of the buildings at half past 3 o'clock, the smoke of which one burst and break off a considerable portion of the corner of the gable of one of the large buildings. Its fire is rather slack, and the defence is imagined to be weak; hence some persons suppose that in two or three days General Chasse will threaten to burn the town nuless he be permitted to retire, when the French will be compelled to allow him to withdraw with the honors. It is a strange notion of honor to threaten an unoffending neighbor,-The city has done nothing to attack him, but is propared to resent his fire. The consternation of terday has in a great measure subsided; there have boen some country people allowed to cuter with provisions. Last evening some respectable persons wishing to recenter, dressed themselves with blouzes, and pushed wheel barrows with vegetables, &c. and got in with case. I have not heard that any shot has

to be advancing. The weather is fine for the season sharp, yet hazy, which prevents persons from distinguishing the offect of the different shells on the batteries or citadel. There was a slight frost last night, whice the French hope is a prelude of a strong ice, so as to enable them to attack the Tete de Flan.

A steam-boat came up the river yesterday with de spatches, as it would seem, to the Comet, on this side of Calluo; on which the latter made signals to A reply having been received, the steam-boat went down the river again. The Comet

has slee gone down to day.

Some Englishmen have amused themselves as a hoaz that General Chassé had heen dead for a fortnight; one of the newspapers mentions the rumor, which otherwise does not require a contradiction. He is stated to have been confined for a long time to his chamber, if not to his bod, in consequence of hydrocele.

Some friends of the Dutch have entered into calculations of the probability of the French taking the citadel, and they maintain there is but little chance; for, as they say, since the revolution, the French troops have not taken by a breach any fortress. have not the means of examining the truth of the ob-servation, yet it seems remarkable that they, notwithstanding, did take by capitulation or otherwise, the fortresses they attacked. Girona, in Catalonia, is instanced by some Frenchman of whom I inquired, as having been stormed.

I o'clock.—The firing has been brisk on both sides during the last hour. I have no means of learning the loss of the French since yesterday, but up to Monday I have been assured that the killed wounded did not exceed 25 men

Some persons who appeared to apprehend that would become a long business now think differently, as Forts St. Laurent and Kiel con-tinue totally silent. The forts in the city are preparing more and more to repel any attack on it. The citadel suffers considerably.

The weather is clouded anew, and the guns, which were not heard distinctly during the night or morn-

ing, are now distinguished as strongly as ever.

In the river there is nothing new; the French
soldiers occupy the dike from Calloo towards Fort

Two o'clock.-The frigates Comet and Eurydice and the corvette Preserving are now stated to attack Fort St. Marie, which defends itself with vigor.

FRENCH FUNDS, Dec. 4 .- Five per Cents, 97f.; Three per Cents, 68fr. 65c.

FIVE DAYS LATER FROM FRANCE .- Our regular files have came to hand to the 11th inclusive, by the Havre, Capt. Depeyster.

We gather from a glance at the French papers, that Antwerp bolds out with unabated spirit. A letter from Gen. Chassé, published in the Moniteur of December 11th, declares that he will fire upon the town, if the Fort of Montobello directed again its fire upon him. The siege begins to be conducted with more vigor. The French, however, seem to be somewhat checked in their advances, by several sallies of the besieged, made with much daring, and attended with the loss of five or six French officers.

The Dutch vessels remain in the same position. The following is from the Gazette de France of the 11th :- " It is the general opinion, founded upon letters from Holland, that after the taking of the citadel the French army must immediately repass the continues. I saw among many shells that fell in it frontier. Both parties are told, "when put in possession of their respective territory, agreeably to the treaty of the 15th Nov., the mission of the Confer ence, if it continues, will be entirely pacific; and that if the two parties cannot agree with each other upon questions in reserve, war will be prevented between Holland and Belgium" The advice of the ministers of King William has been to confine himself to the defence of the Citadel; but as soon as the French army shall have passed the frontier, the Prince of Orange will take the offensive against the B lgian army.

> L's' Since the above was in type, the captain of the Havre, of the 12th, reports that the Citadel of Antwerp had SURRENDERED to the French Ar-



SUMMARY.

The North River is again open as far up as Kings. ton. The weather is mild, and it is not unlikely that we may get a Steam Boat from New-York be fore the ides of January .- [Alh. Eve. Jour.]

Hupson .- The Oil Trade .- The Hudson Repub. lican last received says-" The fine ship James Monroe, of 425 tons burthen, was purchased last week by Captain Alexander Jenkins, in behalf of himself and Mess. Butts & McArthur, and several other gon-tlemen of this city, and came to at the wharf in this city on Friday last. She is the tenth ship now owned in this city, either engaged in or destined for the whale fishery. The Edward, alluded to in our last as having been purchased by one of our enterprizing ship owners, (Capt. S. G. Macy.) is fitting out in New-York, and will depart in the course of a few days for the Pacific. The Beaver and James Monroe, now lying at our wharves, will be fitted out during the winter, and sail early in the epring. We are progressing finely. Long may our enterprise and industry continue to meet a return from the prolific deep commensurate with its merits.

Mr. Orr, of Washington, has a stove of common size in his room, which he has found, by actual experiment, will keep a fire burning day and night, the whole year round, with one cent's worth of wood a day, at \$6 the cerd! The fire will require touching but twice in twenty-four hours.

Bill of Mortality for Baltimore.—The number of deaths during the year 1832 was 3,572: of which by cholera 853, consumption 403, cholera infantum 322, small pex 79, intemperance 40, suicide 5, bite of spider 1, drawned 23, bilious fever 89, typhus 52, hydrephobia 1. Over the age of 100, eight; of whom two were colored women—one 104, the other 110.

lic travelling. A locomo extremity at 6 1.2 A. M.

Extensive Sale of Real Estate.-Messrs. Jamos Bleecker & Sons were engaged on Monday and yesterday, in disposing of the Real Estate of the late William W. Gilbert, of this city. 'The property of the deceased had been advertised in the principal papers of this city for several weeks previous to the sale, and attracted the attention of speculators and others who were desirous of making investments in real estate. Such part of this property as was sold produced the large sum of about four hundred and thirty three thousand dollars. The balance of the cetate which remains unsold on account of leases, amounts, as we are credibly informed, to upwards of one hundred thousand dollars, making the whole amount of his property about five hundred and fifty thousand dollars. One fact is worthy of mention, which is that a portion of the estate which was purchased about twenty years since for forty thousand dollars, yielded at the present sale two hundred and and thirty five thousand two hundred and fifty dollare. - [Gazetto.]

Peter Wager, Esq. has been appointed by the President, a Director of the Bank of the United States, in the place of Hartman Kuhn, Esq. resigned.

The United States' ship Natchez, from Norfolk arrived at Fort Sullivan (Charleston) on the 10th Resolved, That it is not expedient to provide, by inst. The Charleston Mercury says, that the Unitaw, for the restoration of all those to the pension ted States' troops stationed at that post amount to list, who were suspended under the act of May, 1820. about six or seven hundred, which occupy the forts. The U.S. cutter Deater, Captain Gould, sailed from Charleston for Beaufort 15th instant. The Alert, Capt. Jackson, and McLane, Capt. Poult, were still at Charleston.

The Nerfolk Beacon of January 17, says-U. S. steamboat Franklin, Lt. Com. Boyle, dropped down from the Navy Yard to Hampton Roads, yesterday afternoon, bound to Charleston.

An attempt was made to rob the Bank of the Metropolis at Washington, on Wednesday night. The villains had succeeded, by means of false keys, presentatives. in unlocking the outer door, and were, it is sup-posed, engaged in taking impressions of the keys of the several locks leading to the vault, when they the several locks leading to the vault, when they merchants of Baltimore, praying for a reduction of were discovered by the watch. No loss was sustained.

January torm: William F. Allen, Samuel J. Bayard, Jerome J. Briggs, Platt H. Crosby, Henry Z. Hayner, Nicholas Hill, Lorenzo Janes, Lovewell Johnson, Allen Jordan, Levinus J. Lansing, Thomas J. Marvin, Mavinus W. Matthews, Michael S. Myers, Rufus W. Peckham, Cyrus Stephens, Henry G. Wheaton.

Attorneys admitted at the same time-William Attorneys admitted at the same time—William Cockburn jr. John L. Curtenius, J. Addison Eastman, Chauncey J. Fox, Daniel Gould, Jos. Holmes, William Howell, Henry A. Lumbert, Wm. Minett Mitchell, Henry R. Mygatt, Edward C. Matthews, Henry B. Northrup, Gerritt L. Oothout, Stephen H. Preston, Lorenzo Shorwood, Augustus Sherrill, Larges Stephen Ashas S. Thompson, Pathagoras West. James Storm, Asher S. Thompson, Pythagoras Wet-more.—[Alb. Eve. Jour.]

We understand that the Convention of indemnity with the King of Naples was ratified by the Senate part. on Saturday last.—[Nat. Intell.]

It is rumored, and we believe it, that another Government Express left this city on Friday last, for Charleston, South Carolina. Of its object, we are Charleston, South Carolina. of course ignorant.—[Ib.]

The President of the United States has officially recognized Martin François Armand Saillard as Consul of France, at New Orleans, and Peter Amedee Hargons as Consul General of Rome, during the absence of G. B. Sartori.

LEGISLATURE OF NEW YORK.

Tuesday, Jan. 15.

John A. Dix was appointed Secretary of State. In Assembly-Mr. Stilwell, from the Committee on Canals and Internal Improvements, made a very long report, and concluded by ask-ing leave to introduce a bill for the construction of the Chenango Canal.

The bill relative to the Troy and Sand Lake Turnpike Company was unanimously passed.
[Relates to the calling in of payments, and to The Augusta Courier says:—The South Carolina Railread is open 72 miles from Charleston, for public travelling. A locomotive will start from each altering the road so as to make it mhre substantial, &c.]

> IN ASSEMBLY.-January 17. Bills introduced.

By Mr. Curtis, to amend the charter of the New York and Eric Railroad company.

By Mr. M'Keon, relative to the State Library.

To keep open throughout the year.]

In SENATE-Saturday. Bills passed in committee of the whole.
To incorporate the Mechanics' Benefit Society in

New York. For the relief of the High School Society in N York. Adjourned.

CONGRESS.

Tuesday, Jan 15—In Senate,
Mr. Miller presented resolutions of the Legislature of South Carolina, calling for a Convention of the States, to amend the Constitution; which were ordered to be laid on the table and printed.

The Senate then proceeded to consider the Special Order of the Day, being the bill to appropriate for a limited time the proceedings of the sales of the Public Lands, &c.

House of Representatives. Mr. Hubbard, from the Committee on Revolutionary Pensions, to which the subject was referred on the 8th inst. reported the following resolution, viz:

The said resolution was read and agreed to by the

Wednesday, Jun. 16.
In Congress, on Wednesday, the President's Mesage absorbed all the interest. After it was read in the Senate, Mr. Calheun rose, apparently, says the Globe, as quoted by the Journal of Commerce, under deep excitement, and in a short and vehement speech, contested some of its statements. The Message in each House was referred to the Judiciary Committee: 3000 copies were ordered by the Se-

Thursday, January 17 .- In SENATE.

Mr. Chambers presented a memorial of certain mittee on Commerce.

The Senate then proceeded to consider the bill to

House of Representatives, Mr. Hogan of New York, submitted a series of resolutions, prohibiting naval officers from taking any interest in supplies procured for their ships, &c.
Mr. McKennan, of Pennsylvania, addressed

Committee at length in opposition to the bill.

Mr. Root, of New-York, followed, and held the floor until half past 3 o'clock, when the Committee rose, and The House adjourned.

Saturday, January 19.—In Senate,
The joint resolution authorizing the Secretary of State to deliver to the Commissioners under the French Treaty any evidence which may have been filed in the Department by the Commissioners under the Treaty with Spain, was read a second time and considered in Committee of the Whole.

A short discussion ensued, in which Mesers. Forsyth, Smith, Sprague, Kane, Silsbee and Foot took

Mr. Foot moved an amendment, requiring that the papers to be delivered to the Commissioners under the French Treaty, should be returned to the State Department, when the business before the Commissioners should be completed; which was agreed to.

The resolution was then reported to the Senate, the amendment concurred in, and it was ordered to be engrossed for a third reading.

HOUSE OF REPRESENTATIVES

The resolution heretofore offered by Mr. Adams, calling on the President and Secretary of the Treasury for information relative to the tariff were then taken up.

Monday, Jan. 21.

IN SENATE, Mr. Silebee presented the credentials of Hon. Daniel Webster, as Senator re-elected from the State of Massachusetts.

Mr. Dallas presented a resolution of the Legisla. ture of Pennsylvania, unfavorable to the new tariff now pending in the House of R-presentatives (laid

on the table, and ordered to be printed.

Mr. Dallas presented the memorial of merchants in Philadelphia, praying that New Castle, in Dela-ware, be made a port of cutry: Referred to the Committee on Commerce.

Mr. Dallas presented the memorial of citizens of Philadelphia, praying indemnification for French spoliations, prior to 1800. Laid on the table, and ordered to be printed.

Mr. Robbins, from the Committee on the Library, to whom had been referred the proposals of Duff Green, for printing a stereotype edition of the Laws and Treaties of the United States, reported a bill, together with a resolution. The bill was ordered to its second reading, and the resolution was adopted.

Mr. Robbins, from the same committee, to whom had been referred the petitition of M. St. Clair Clark and Peter Force, relative to a Documentary History of the United States, reported a bill contracting for a number of cepies of said History; read, and erdered to a second reading.

Mr. Wilkins, from the Committee on the Judicia-

ry, to whom was referred the message of the President of the United States of the 15th inst., relative to the proceedings of South Carolina, reported a bill vesting the President with the necessary power to carry the revenue laws into execution, &c.

A Message was received from the President of the United States, covering a report of the Treasury Department, exhibiting the operations of the Mint for 1832.

The President presented a communication from the Treasury Department, in compliance with a resolution of the 18th instructive to the affairs of the Bank of the United States; and

On motion of Mr. Benton, the report and documents were ordered to be printed.

The joint resolution authorizing the delivery by the Secretary of State to the Commissioners under the French Treaty, was read a third time, and besasq.

HOUSE OF REPRESENTATIVES.

Petitions and memorials were presented by Mesers. Cambreleng and Verplanck, of New York.

Mr. Burges presented certain resolutions of the Legislature of Rhode Island, on the subject of the Tariff, which were read, and referred to the Com-mittee of the Whole on the State of the Union.

Mr. Cambreleng, from the Committee on Com-merce, reported a bill authorizing the reimbures-ment of certain discriminating duties levied upon oreign vessels and their cargoes, which was read lwice and committed.

The House then resolved itself into a Committee of the Whole on the state of the Union, Mr. Wayne The following persons have been admitted as appropriate, for a limited time, the proceeds of the in the Chair, and took up the bill to reduce and Councellors of the Supreme Court, at the present seles of the public lands, &c.

PRESIDENT'S MESSAGE.

[From the Washington Telegraph of 17.]
Yesterday the President of the United States communicated to both Houses of Congress the following Message:

Gentlemen of the Senate and House of Representatives :

In my annual Message at the commence ment of your present session, I adverted to the opposition to the revenue laws in a particular quarter of the United States, which threatened, not merely to thwart their execution, but to endanger the integrity of the Union. And, altho' I then expressed my reliance that it might be overcome by the prudence of the officers of the United States, and the patriotism of the people, I stated that should the emergency arise, rendering the execution of the existing laws impracticable, from any cause whatever, prompt notice should be given to Congress, with the suggestion of such views and measures as might be necessary to meet it.

Events which have occurred in the quarter then alluded to, or which have come to my knowledge subsequently, present this emer-

Although unknown to me at the date of the annual Message, the Convention which assembled at Columbia, in the state of South Carolina, passed, on the 24th of November last, an ordinance declaring certain acts of Congress therein mentioned, within the limits of that state to be absolutely null and void, and making it the duty of the Legislature to pass such laws as would be necessary to carry the same into effect, from and after the 1st of February next. A copy of that Ordinance has been officially transmitted to me by the Governor of South Carolina, and is now communicated to Congress.

The consequences to which this extraordinary defiance of the just authority of the Government might too surely lead were clearly foreseen, and it was impossible for me to hesitate as to my own duty in such an emergency. The Ordinance had been passed, however, without any certain knowledge of the recommendation, which, from a view of the interests of the na-tion at large, the Executive had determined to submit to Congress, and a hope was indulged that by frankly explaining his sentiments and the nature of those duties which the crisis would devolve upon him, the authorities of South Carolina might be induced to retrace their steps. In this hope I determined to issue my Proclamation of the 10th of December last, a copy of which I now lay before Congress.

I regret to inform you that these reasonable expectations have not been realized, and that the several acts of the Legislature of S. Carolina, which I now lay before you, and which have all and each of them finally passed after a knowledge of the desire of the administration to modify the laws complained of, are too well calculated, both in their positive enactments and in the spirit of opposition which they obviously encourage, wholly to obstruct the collection of the revenue within the limits of that

State.

Up to this period, neither the recommendation of the executive, in regard to our financial policy and impost system, nor the disposition manifested by Congress promptly to act upon that subject, nor the unequivocal expression of the public will in all parts of the Union, appears to have produced any relaxation in the measures of opposition adopted by the State of South Carolina, nor is there any reason to hope that the Ordinance and laws will be abandoned. I have no knowledge that an attempt has been made, or that it is in contemplation to reassemble either the Convention or the Legislature; and it will be perceived that the interval before the first of February is too short to admit of pose. It appears, moreover, that the State authorities are actively organizing their military resources, and providing the means, and giving the most solemn assurances of protection and support to all who shall enlist in opposition to the revenue laws. A recent Proclamation of openly assume its present character.

the present Governor of South Carolina has openly defied the authority of the Executive of the Union, and general orders from the headquarters of the State have announced his determination to acce, it the services of volunteers, and his belief, that should their country need their services they will be found at the post of honor and duty, ready to lay down their lives in her defence. Under these orders, the forces referred to are directed to "hold themselves in readiness to take the field at a moment's warning;" and in the city of Charleston—within a collection district, and a port of entry—a rendezvous has been opened for the purpose of "and in the city of Charleston-within a enlisting men for the magazine and municipal guard. Thus South Carolina presents herself guard. Thus South Carolina presents herself in the attitude of hostile preparation, and ready even for military violence, if need be, to enforce her laws for preventing the collection of the duties within her limits.

Proceedings thus announced and matured must be distinguished from menaces of unlawful resistance by irregular bodies of people, who, acting under temporary delusion, may be restrained by reflection and the influence of public opinion from the commission of actual outrage. In the present instance, aggression may be regarded as committed when it is officially authorized, and the means of enforcing it

fully provided.

Under these circumstances, there can be no doubt that it is the determination of the authorities of South Carolina fully to carry into effect their Ordinance and Laws, after the first of February. It therefore becomes my duty to bring the subject to the serious consideration of Congress, in order that such measures, as they in their wisdom may deem fit, shall be seasonably provided, and that it may be thereby understood, that while the Government is dispected to is disposed to remove all just cause of complaint, as far as may be practicable, consistenty with a proper regard to the interests of the community at large, it is nevertheless determined that the supremacy of the laws shall be maintained.

In making this communication, it appears to me to be proper, not only that I should lay before you the acts and proceedings of South Carolina, but that I should also fully acquaint you with those steps which I have already caused to be taken for the due collection of the revenue, and with my views of the subject generally, that the suggestions which the Constitution requires me to make in regard to your future legislation, may be better understood.

This subject having early attracted the anxious attention of the Executive, as soon as it was probable that the authorities of South Carolina seriously meditated resistance to the faithful execution of the revenue laws, it was deemed advisable that the Secretary of the Treasury should particularly instruct the officers of the United States in that part of the Union, as to the na-ture of the duties prescribed by the existing laws.

Instructions were accordingly issued on the 6th of November, to the collectors in that State, pointing out their respective duties, and enjoining upon each a firm and vigilant, but discreet performance of them in the emergency then apprehended. I herewith transmit copies of these nstructions and of the letter addressed to the

District Attorney, requesting his co-operation.

These instructions were dictated in the hope that as the opposition to the laws by the anomalous proceeding of nullification was represented to be of a pacific nature, to be pursued substantially according to the forms of the Constitution, and without resorting, in any event, to force or violence, the measures of its advocates would be taken in conformity with that profession; and, on such supposition, the means afforded by the existing laws would have been

Subsequently to the date of those instructions, however, the Ordinance of the Convention was passed, which if complied with by the people of that State, must effectually render inoperative the present revenue laws within her limits. That Ordinance declares and ordains "that the several acts and parts of acts of the Congress of the United States, purporting to be laws for the imposing of duties and imposts on the importation of foreign commodities, and now having operation and effect within the United States, and more especially 'an act in alteration of the several acts imposing duties on imports,' approved on the 19th of May, 1828, and also an act entitled 'an act to alter and amend the several acts imposing duties on imports,' approved on the 14th July, 1832, are unauthorized by the Constitution of the United States, and violate the true intent and meaning thereof, and are null and void, and no law, nor binding upon the state of South Carolina, its officers and citizens; and all promises, contracts, and obligations, made or en-tered into, or to be made or entered into, with purpose to secure the duties imposed by the said acts, and all judicial proceedings which shall be hereafter had in affirmance thereof, are and shall

be held utterly null and void." It also ordains, "that it shall not be lawful for any of the constituted authorities, whether of the state of South Carolina or of the United States, to enforce the payment of duties imposed by the said acts within the limits of the State, but that it shall be the duty of the Legislature to adopt such measures and pass such acts as may be necessary to give full effect to this Ordinance, and to prevent the enforcement and arrest the operation of the said acts, and parts of acts, of the Congress of the United States, within the limits of the State, from and after the 1st of February next; and that it shall be the duty of all other constituted authorities, and of all persons residing or being within the limits of the State, and they are hereby required and enjoined, to obey and give effect to this ordinance, and such acts and measures of the Legislature as may be passed or adonted in obedience thereto.' It further or adopted in obedience thereto.' ordains, 'that in no case of law or equity, decided in the Courts of the State, wherein shall be drawn in question the authority of this ordinance or the validity of such act or acts of the Legisla-turs as may be passed for the purpose of giving effect thereto, or the validity of the aforesaid acts of Congress, imposing duties, shall any appeal be taken or allowed to the Supreme Court of the United States, nor shall any copy of the record be permitted or allowed for that purpose; and the person or persons attempting to take such appeal, may be dealt with as for a contempt of Court." It likewise ordains, "that all persons holding any office of honor, profit, or trust, civil or military, under the State, shall, within such time, and in such manner as the Legislature shall prescribe take an orth well and state the state of the sta prescribe, take an oath well and truly to obey, execute and enforce this Ordinance, and such acts or acts of the Legislature as may be passed in pursuance thereof, according to the true intent and meaning of the same; and on the neglect or omission of any such persons or persons so to do, his or their office or offices shall be forthwith vacated, and shall be filled up as if such person or persons were dead or had resigned; and no persons were used or had resigned; and no person hereafter elected to any office of honor, profit or trust, civil or military, shall, until the Legislature shall otherwise provide and direct, enter on the execution of his office, or be in any respect competent to discharge the duties thereof, til he shall, in like manner, have taken a similar oath; and no juror shall be empanelled in any of the Courts of the State, in any cause in which shall be in question this ordinance, or any act of the Legislature passed in pursuance thereof, un-less he shall first, in addition to the usual oath, have taken an oath that he will well and truly obey, execute and enforce this ordinance, & such



maintain this Ordinance and declaration at every hazard, de further declare that we will not submit to the application of force on the part of the Federal Government to reduce this State to obedience; but that we will consider the passage, by Congress, of any act authorizing the employment of a military or naval force against the State of South Carolina, her constituted authorities or citizens; or any act abolishing or closing the ports of this State, or any of them, or otherwise obstructing the free ingress and egress of vessels, to and from the said ports; or any other act on the part of the Federal Government to coerce the State, shut up her ports, destroy or harrass her commerce, or to enforce the acts hereby declared to be null and void, otherwise than through the civil tribunals of the country, as inconsistent with the longer continuance of South Carolina in the Union; that the people of this state will thenceforth hold themselves absolved from all further obligation to maintain or preserve their political connection with the people of the other States, and will forth with proceed to erganize a separate Government and do all other acts and things which sovereign and independent States may of right do."

This solemn denunciation of the laws and author ity of the United States has been followed up by a series of acts on the part of the authorities of that State which manifest a determination to render inevitable a resort to those measures of self defence which the paramount duty of the Federal Govern ment requires, but upon the adoption of which that State will proceed to execute the purpose it has a-vowed in this ordinance of withdrawing from the

On the 27th of November the Legislature ass bled at Columbia, and, on their meeting, the Governor laid before them the Ordinance of the Convention. In his Message on that occasion, he acquaints them that "this Ordinance has thus become a part of the fundamental law of South Carolina: that the die has been at last cast, and South Caróli na has at length appealed to her ulterior sovereignty as a member of this Confederacy, and has planted herself on her reserved rights. The rightful exercise of this power is not a question which we shall any longer argue. It is sufficient that she has willed it, and that the act is done: nor is its strict compatibility with our constitutional obligation to all laws passed by the General Government within he authorized grants of power to be drawn in ques-tion, when this interposition is exerted in a case in which the compact has been palpably, deliberately, and dangerously violated. That it brings up a conjuncture of deep and momentous interest is neither to be concealed or denied. This crisis presents a class of duties which is referable to yourselves.— You have been commanded by the People, in their highest sovereignty, to take care that within the limits of this State their will shall be obeyed."—
"The measures of legislation," he says, "which you have to employ at this crisis, is the precise amount of such enactments as may be necessary to render it utterly impossible to collect within our limits the duties imposed by the protective tariffs thus nullified." He proceeds—"That you should arm every citizen with a civil process, by which he may claim, if he pleases, a restitution of his goods, seized under the existing imposts, on his giving security to abide the issue, on a suit at law, and at the same time define what shall constitute tresson against the State, and, by a bill of pains and penalties compel obedience, and punish disobedience to your own laws, are points too obvious to requre any discussion. In one word, you must survey its whole ground. You must look to and provide for all possible contingennies. In your own limits your own Courts of Judicature must not only be supreme, but you must look to the ultimate issue of any conflict of jurisdiction and power between them and the Courts of the United States.' The Governor also asks for power to grant clearan-ces,—in violation of the laws of the Union. And And. to prepare for the alternative, which must happen unless the United States shall passively surrender their authority, and the Executive, disregarding his oath, refrain from executing the laws of the Union. he recommends a therough revision of the militia system, and that the Governor he authorized to acept, for the defence of Charleston, and its depondencies, the services of two thousand volunteers, either by companies or files," and that they be formed either by companies or files," and that they be formed into a legionary brigade, consisting of infantry, riffemen, cavalry, field and heavy artillery; and that they be "armed and equipped from the public arenals completely for the field, and that appropriations be made for supplying all deficiencies in our munitions of war." In addition to these volunteer drafts,

to accept the services of ten thousand volunteers from the other divisions of the State, to be organized and arranged in regiments and brigades,—the officers to be selected by the Commander in Chief, and that this whole force be called the State Guard."

A request has been regularly made of the Secretary of State of South Carolina, for authentic copies of the acts which have been passed for the purpose of enforcing the Ordinance, but up to the date of the latest advices that request had not been compli ed with; and on the present occasion, therefore, reference can only be made to those acts as published in the newspapers of the State. The acts to which it is deemed proper to invite the particular attention

of Congress, are
1. "An act to carry into effect in part an Ordin ance to nullify certain acts of Congress of the United States, purporting to be laws laying duties on the importation of foreign commodities, passed in Convention of this State, at Columbia, on the 24th of November, 1832."

This act provides that any goods seized or detain ed under pretence of securing the duties or for the non-payment of duties, or under any process, order or decree, or other pretext contrary to the intent and meaning of the Ordinance may be recovered by the owner or consignee by an act of replevin; that in case of refusing to deliver them or removing them, so that the replevin cannot be executed, the Sheriff may seize the personal estate of the offender to double the amount of the goods; and if any attempt shall be made to retake or seize them, it is the duty of the Sheriff to recapture them; and that any per son who shall disobey the process, or remove the goods, and any one who shall attempt to retake or seize the goods under pretence of securing the duties or for non-payment of duties, or under any process or decree contrary to the intent of the Ordinance, shell be fined and imprisened, besides being liable for any other offence involved in the act.

It also provides that any persen arrested or im prisoned, on any judgment or decree obtained in any Federal Court for duties, shall be entitled to the be nefit, secured by the habeas corpus act of the State in cases of unlawful arrest, and may maintain an action for damages; and that if any estate shall be sold under such judgment or decree, the sale shall be held illegal.

It also provides that any jailor who receives a per son committed on any process or other judicial proceedings to enforce the payment of duties, and any one who hires his house as a jail to receive such person, shall be fined and imprisoned; and, finally, t provides that persons paying duties may recover

them back with interest.

The next is called "An act to provide for the security and protection of the people of the State of South Carolina."

This act provides that if the government of the United States, or any officer thereof, shall, by the employment of naval or military force, attempt to coerce the State of South Carolina into submission to the acts of Congress declared by the Ordinance null and void, or to resist the enforcement of the Or dinance, or of the laws passed in pursuance thereof or in case of any armed or forcible restatance there to, the Gevernor is authorized to resist the same and to order into service the whole or so much o the military force of the State as he may deem necessary; and that in case of any overt act of coercion or intention to commit the same, manifested by an unusual assemblage of naval or military forces in or near the State, or the occurrence of any circum stances indicating that armed force is about to be employed against the State or in resistance to its laws the Governor is authorized to accept the services of such volunteers, and call into service such portions of the militia as may be required to meet the emer-

The act also provides for accepting the service of the volunteers, and organizing the militia, embracing all free white males between the ages of 16 and 60; and for the purchase of arms, ordinance, and ammunition. It also declares that the power con ferred on the Government shall be applibable to all cases of insurrection or invasion or imminent dan ger thereof, and to cases where the laws of the State shall be opposed, and the execution thereof forcibly resisted by combinations too powerful to be suppress ed by the power vested in the Sheriffs and other civil officers; and declares it to be the duty of the Governor in every such case to call forth such portions of militia and volunteers as may be neces promptly to suppress such combinations, and cause the laws of the State to be executed.

the recommends that the Governor be authorized | the Ordinance, passed in Convention at Columbia, the 24th of Nov. 1832.

This acts prescribes the form of the oath. is to obey and execute the Ordinance and all acts passed by the Legisleture in pursuance thereof; and directs the time and manner of taking it by the officers of the State, civil, judiciary and military.

It is believed that other acts have been passed em bracing provisions for enforcing the Ordinance, but I have not yet been able to procure them.

I transmit, however, a copy of Governor Hamilton's Message to the Legislature of South Carolina of Governor Hayne's Inaugural Address to the Lagislature, as also of his Proclamation, and a general Order of the Governor and Commander-in Chief. dated 20th December, giving public notice that the services of volunteers will be accepted, under the act already referred to.

If these measures cannot be defeated and overcome by the powers conferred by the Constitution on the Federal Government, the Constitution must be considered as incompetent to its own defence, the supremacy of the laws is at an end, and the rights and liberties of the citizens can no longer receive protection from the Government of the Union. They not only abregate the acts of Congress commonly called the tariff acts of 1828 and 1832, but they prostrate and sweep away, at once, and without exception, every act and every part of every act imposing any amount whatever of duty on any foreign merchandize, and, virtually, every existing act which has ever been passed authorizing the collection of the revenue, including the act of 1816, and also the collection law of 1799, the constitutionality of which has never been questioned. It is not only those du-ties which are charged to have been imposed for the protection of manufactures that are thereby repealrevenue merely, and upon articles in no degree sus-pected of being objects of protection. The whole revenue system of the United States in South Carolina is obstructed and overthrown; and the government is absolutely prohibited from collecting any part of the public revenue within the limits of that State. Henceforth not only the citizens of South Carolina and of the United States, but the subjects of foreign States may import any description or quantity of merchandize into the ports of South Carolina, without the payment of any duty whatsoever. That State is thus relieved from the payment of any part of the public burthens; and duties and imposts are not only rendered not uniform throughout the United States, but a direct and ruincus pre-ference is given to the ports of that State over those of all the other States of the Union, in manifest vic-

lation of the positive provisions of the Constitution.

In point of duration, also, those aggressions upon
the authority of Congress, which, by the Ordinanee, are made part of the fundamental law of S. Carolina, are obsolute, indefinite, and without limitation They neither prescribe the period when they shall cease, nor indicate any conditions upon which those who have thus undertaken to arrest the operation of the laws, are to retrace their steps and rescind their measures. They offer to the United States no alternative but unconditional submission. If the scope of the Ordinance is to be reseived as the scale of con-cession, their demands can be satisfied only by a repeal of the whole system of revenue laws, and by abstaining from the collection of any duties and imposts whatsoever.

It is true, that in the address to the people of the United States, by the Convention of South Carolina, after announcing the fixed and final determination of the State, in relation to the protecting system, they say, that " it remains for us to submit a plan of taxation in which we would be willing to acquiesce, in a liberal spirit of concession, provided we are met in due time and in a becoming spirit by the States interested in manufactures." In the opinion of the Convention, an equitable plan would be, that "the whole list of protected articles should be imported free of all duty, and that the revenue derived from import duties should be raised exclusively from the unprotected articles, or that whenever a duty is imposed upon protected articles imported, an duty of the same rate shall be imposed upon all similar articles manufactured in the United States." The address proceeds to state, however, that they "are willing to make a large offering to preserve the Union, and with a distinct declaration that as concession on our part, we will consent that the same rate of duty may be imposed upon the protected articles that shall be imposed upon the unprotected, provided that no more revenue be raised than is necessary to meet the demands of Government for con-3d. Is "an act concerning the oath required by stitutional purposes, and provided also, that a duty

It is also true that in his Mossage to the Legisla. ture, when arging the necessity of providing "means of secureing their safety by ample resources for re-pelling force by force," the Governor of South Carolina observes that he "cannot but think that on a calm and dispassionate review by Congress and the functionaries of the General Government of the true merits of this controversy, the arbitration by a call of a Convention of all the States, which we sincerely and anxiously seek and desire, will be accorded to as."

From the diversity of the terms indicated in these two important documents, taken in connection with the progress of recent events in that quarter, there is too much reason to apprehend, without in any manner doubting the intentions of those public functionaries, that neither the terms proposed in the address of the Convention, nor those alluded to in the Message of the Governor, would appears the excitement which has led to the present excesses. obvious, however, that should the latter be insisted on, they present an alternative which the General Government, of itself, can by no possibility grant; since, by an express provision of the Constitution; Congress can call a Convention for the purpose of proposing amendments only "on the application of the Legislatures of two-thirds of the States." it is not perceived that the terms presented in the Address are more practicable than those referred to in the Message.

It will not escape attention that the conditions on which it is said in the Address of the Conven-tion they "would be willing to acquiesce," form no part of the Ordinance. While this Ordinance no part of the Ordinance. While this Ordinance boars all the solemnity of a fundamental law, is to be authoritative upon all within the limits of South Carolina, and is absolute and unconditional in its terms, the Address conveys only the sentiments of the Convention, in no binding or practical form. One is the act of the State, the other only the expression of the opinions of the members of the Convention. To limit the effect of that solemn act, by any terms or conditions whatever, they should have been embodied in it, and made of import no less authoritative than the act itself. By the positive en-actments of the Ordinance, the execution of the laws of the Union is absolutely prohibited, and the Address offers no other prospect of their being again restored, even in the modified form proposed, than what depends upon the improbable contingency that amid changing events and increasing excitement, the sentiments of the present members of the Con-vention and of their successors will remain the

It is to be regretted, however, that these condi-tions, evan if they had been offered in the same binding form, are so undefined, depend upon so many contingencies, are so directly opposed to the known epinions and interests of the great body of the American people, as to be almost hopeless of attainment. The majority of the States and of the people will certainly not consent that the protecting duties shall be wholly abrogated, never to be re-enacted at any future time or in any possible contingency. As little practicable is it to provide that the "same rate of duty shall be imposed upon the protected articles that shall be imposed upon the unprotected;" which, moreover, would be severely oppressive to the poor, and in time of war, would add greatly to its rigors. And, though there can be no objection to the principle, properly understood, that no more revenue shall be raised than is necessary for the constitutional purposes of the Government,—which principle has been already recommended by the Executive as the true basis of taxation,—yet it is very certain that South Carolina alone cannot be permitted to decide what those constitutional purposes are.

The period which constitutes the due time in which the terms proposed in the address are to be accepted, would seem to present scarcely less diffi-culty than the terms themselves. Though the revenuclaws are already declared to be void in South Carolina, as well as the bonds taken under them, and the judicial proceedings for carrying them into effect, yet as the full action and operation of the Ordinance are to be suspended until the let of Febru-ary, the interval may be assumed as the time within which it is expected that the most complicated portion of the national legislation, a system of long standing and affecting great interests in the com-munity is to be rescinded and abolished. If this be

regard to all the great interests committed to his care, to treat those acts as absolute and unlimited. They are so, so far as his agency is concerned. He cannot either embrace, or lead to the performance of, the conditions. He has already discharged the only part in his power, by the recommendations in The rest is with Congress and his annual message. the people. And, until they have acted, his duty will require him to look to the existing state of things, and act under them according to his high obligations.

By these various proceedings, therefore, the State of South Carolina has forced the General Government, unavoidably, to decide the new and dangerous alternative of permitting a State to obstruct the execution of the laws within its limits, or seeing it attempt to execute a threat of withdrawing from the Union. That portion of the people at present exercising the authority of the State solemnly assert their right to do either, and as solemnly announce their determination to do one or the other.

In my opinion both purposes are to be regard ed as revolutionary in their character and tendency, and subversive of the supremacy of the laws and of the integrity of the Union. The result of each is the same; since a State, in which, by an usurpation of power, the consti-tutional authority of the Federal Government is openly defied and set aside, wants only the form to be independent of the Union.

The right of the people of a single State to absolve themselves at will, and without the consent of the other States, from their most solemn obligations, and hazard the liberties and happi ness of the millions composing this Union, can not be acknowledged. Such authority is believed to be utterly repugnant both to the principles upon which the General Government is constituted and to the objects which it was expressly formed to attain.

Against all acts which may be alledged to transcend the constitutional power of Government, or which may be inconvenient or oppressive in their operation, the Constitution itself has prescribed the modes of redress. It is the acknowledged attribute of free institutions, that, under them, the empire of reason and law is substituted for the power of the sword. To no other source can appeals for supposed wrongs be made consistently with the obligations of South Carolina; to no other can such appeals tions not only upon the powers originally pos-be made with safety at any time; and to their sessed by the parties thereto, but also upon decisions, when constitutionally pronounced, it becomes the duty no less of the public authorities than of the people, in every case, to yield a patriotic submission.

remedies without the hope of redress, may have a natural right, when their happiness can be no other way secured, and when they can do so without greater injury to others, to absolve themselves from their obligation to the Government and appeal to the last resort, needs not on

the present occasion be denied.

The existence of this right, however, must depend upon the causes which may justify its exercise. It is the ultima ratio; which presupposes that the proper appeals to all other means of redress have been made in good faith, and which can never be rightfully resorted to unless it be unavoidable. It is not the right of the State, but of the individual, and of all the individuals in the State. It is the right of mankind, generally, to secure by all means in their power, the blessings of liberty and happiness; hut when for these purposes any body of men have voluntarily associated themselves under a particular form of government, no portion of them can dissolve the association without acknowledging the correlative tight in the remainder to decide whether that dissolution can be permitted, consistently with the general happiness. In this view, it is a right depend-

substantially uniform be imposed upon all foreign || Executive of the United States, acting with a proper || and in compacts of all kinds freely and voluntarily entered into, and in which the interest and welfare of the individual become identified with those of the community of which he is a member. In compacts between individuals, however deeply they may affect their relations, these principles are acknowledged to create a sacred obligation; and in compacts of civil governments, involving the liberties and happi-ness of millions of mankind, the obligation cannot be less.

Without adverting to the particular theories to which the Federal compact has given rise both as to its formation and the parties to itand without inquiring whether it be merely federal, or social, or national, it is sufficient that it must be admitted to be a compact, and to possess the obligations incident to a compact; to be a compact by which power is created on the one hand and obedience exacted on the other; a compact freely, voluntarily, and solemnly entered into by the several States, and ratified by the people thereof respectively; a compact by which the several States and the people thereof respectively have bound themselves to each other and to the Federal Government, and by which the Federal Government is bound to the several States, and to every citizen of the United States. To this compact—in whatever mode it may have been done-the people of South Carolina have freely and voluntarily given their assent, and to the whole and every part of it they are, upon every principle of good faith, inviolably bound. Under this obligation, they are bound, and should be required, to contribute their portion of the public expense, and to submit to all laws made by the common censent, in pursuance of the Constitution, for the common defence and general welfare, until they can be changed in the mode which the compact has provided for the attainment of those great ends of the Government and of the Union. Nothing less than causes which would justify revolutionary remedy can absolve the people from this obligation; and for nothing less can the government permit it to be done without violating its own obligation, by which, under the compact, it is bound to the other States and to every citizen of the United States.

These deductions plainly flow from the nature of the federal compact, which is one of limitathose conferred on the Government and every department thereof. It will be freely conceded that, by the principles of our system, all power is vested in the people, but to be exercised That a State, or any other great portion of the people, suffering under long and intolerable oppression, and having tried all constitutional remedies without the bone of radrage may have cations of the same great popular principle which lies at the foundation of the whole, but are not on that account to be less regarded or less obligatory.

Upon the power of Congress, the veto of the Executive, and the authority of the Judiciary, which is "to extend to all cases in law and equity arising under the Constitution and laws of the United States, made in pursuance thereof," are the obvious checks; and the sound action of public opinion, with the ultimate power of amendment, are the salutary and only limitations upon the powers of the whole.

However it may be alleged that a violation of the compact by the measures of the government can affect the obligations of the parties, it cannot even be pre-tended that such violation can be predicated of those measures, until all the constitutional remedies shall have been fully tried. If the Federal Government exercise powers not warranted by the constitution, exercise powers not warranted by the constitution, and immediately affecting individuals, it will scarcely be denied that the proper remedy is a recourse to the Judiciary. Such undoubtedly is the remedy for those who deem the acts of Congress laying duties on imports and providing for their collection, to be unconstitutional. The whole operation of such laws is upon the individuals importing the merchandise; a state is absolutely prohibited from laying imposts or duties on imports, without the consent of required, it is clear that a compliance is impossible. lent upon the power to enforce it.

In the uncertainty, then, which exists as to the duration of the Ordinance and of the enactments for cannot be wholly surrendered, is necessarily laws without importing in her own name, or wrong-enforcing it, it becomes importionally the duty of their subjected to limitations in all free governments,

interposing, however, she cannot rightfully obstruct the operation of the laws upon individuals. For their disobedience to or violation of the laws, the ordinary remedies through the judicial tribunals would remain. And, in a case where an individual should be prose-And, in a case where an individual should be prosecuted for any offence against the laws, he could not set up, in justification of the act, a law of a state, which being unconstitutional, would therefore be regarded as null and void. The law of a state cannot authorize the commission of a crime against the United States, or any other act which according to the support of the University of the States. preme law of the Union would be otherwise unlawful And it is equally clear, that if there be any case in which a state, as such, is affected by the law beyond the scope of judicial power, the remedy consists in appeals to the people either to effect a change in the representation, or to procure relief by an amendment of the constitution. But the measures of the Government are to be recognized as valid, and consequently supreme, until these remedies shall have been effect-ually tried; and any attempt to subvert those measures or to render the laws subordinate to state authority, and afterwards to resort to constitutional redress ity, and atterwards to resort to consututional recreas is worse than evasive. It would not be a proper resistance to "a government of unlimited powers"—as has been sometimes pretended—but unlawful opposition to the very limitations on which the harmonious action of the Government and all its parts absolutely action of the Government and an its pares accountery depends. South Carolina has appealed to none of these remedies, but, in effect, has defied them all. While threatening to separate from the Union if any attempt be made to enforce the revenue laws, otherwise than through the civil tribunals of the country, she has not only appealed in her own name to those tribunals which the Constitution has provided for all cases in law or equity arising under the Constitution and laws of the United States, but has endeavoured to frustrate their proper action on her citizens by drawing the cognizance of cases under the revenue laws to ing the cognizance of cases under the revenue laws to the own tribunals, specially prepared and fitted for the purpose of enforcing the acts passed by the State to obstruct those laws, and both judges and jurors of which will be bound by the import of oaths previously taken to treat the constitution and laws of the United States in this respect as a nullity Nor has the state made the proper appeal to public opinion, and to the remody of amendment. For, without waiting to learn whether the other states will consent to a Convention, whether the other states will consent to a Convention, or if they do, will construe or amend the Constitution to suit her views, she has of her own authority altered the import of that instrument, and given immediate effect to the change. In fine, she has set her own will and authority above the laws, has made herself arbiter in her own case, and has passed at once over all intermediate steps to measures of avowed resistance, which, unless they be submitted to, can be enforced only by the sword.

In deciding upon the course which a high sense of duty to all the people of the United States imposes cannot be overlooked that there is no sufficient cause it cannot be overlooked that there is no sufficient cause for the acts of South Carolina, or for her thus placing in jeopardy the happiness of so many millions of people. Misrule and oppression, to warrant the disruption of the free institutions of the union of these states, should be great and lasting, defying all other remedy. For causes of minor character, the Government could not submit to such a catastrophe, without a violation of its most sacred obligations to the other states of the Union, who have committed their destiny to its hands. to its hands.

There is, in the present instance, no such cause either in the degree of misrule or oppression complained of, or in the degree of misrule or oppression complained of, or in the hopelessness of redress by constitutional means. The long sanction they have received from the proper authorities and from the people, not less than the unexampled growth and increasing prosperity of meany millions of freemen, attest that no such oppression as would justify or even palliate such a resort can be justly imputed either to the present policy or past measures of the Federal Government. The same mode of collecting duties, and for the same general objects, which began with the foundation of the Government, and which has conducted the country thro' its subsequent steps to its present enviable condition of happiness and renown, has not been changed.

Taxation and representation—the great principles of the American Revolution—have continually gone hand in hand; and at all times and in every instance mo tax of any kind has been imposed without the participation—and in some instances which have been complained of, with the express assent—of a part of the Representatives of South Carolina, in the souncile of the Government. Up to the present pe-riod, no revenue has been raised beyond the necesary wants of the country, and the authorized expenditures of the Government. And as soon as the burshen of the public debt is removed, those charged whom he may be authorized to employ, to preserve with the administration have promptly recommended the custody against such an attempt. corresponding reduction of revenue.

That this system, thus pursued, has resulted in no ||ten to Castle Pinckney, was deemed a measure of such oppression upon South Carolina, needs no other proof than the solemn and official declaration of the late Chief Magistrate of the State, in his address to the Legislature. In that he says, that "the occurrences of the past year, in connexion with our domestic ces of the past year, in connexion with our domestic concerns, are to be reviewed with a sentiment of fervent gratitude to the great disposer of human events; that tributes of grateful acknowledgements are due for the various and multiplied blessings he has been pleased to bestow on our people: that abundant harvests in every quarter of the State have crowned the exertions of agricultural labor; that health, almost beyond former precedent, has blessed our homes; and that there is not less reason for thankfulness in surveying pur social condition." It would indeed be difficult to our social condition." It would, indeed, be difficult to immagine oppression, where, in the social condition of a people, there was equal cause of thankfnlness as for abundant harvests and various and multiplied bless-ings with which a kind Providence had favored them. Independently of these considerations, it will not

Independently of these considerations, it will not escape observation, that South Carolina still claims to be a component part of the Union, and to participate in the national councils, and to share in the public benefits without contributing to the public burthens; thus asserting the dangerous anomally of continuing in an association without acknowledgeing any other odligation to its laws than what depends upon her own

In this posture of affairs, the duty of the Govern-ment seems to be plain,—it inculcates a recognition of the State as a member of the Union and subject to its authority, a vindication of the just power of the Constitution, the preservation of the integrity of the Union, and the execution of the laws by all constitutional means-

The Constitution, which his oath of office obliges him to support, declares that the Executive "shall take care that the laws be faithfully executed," and in providing that he shall, from time to time, give to Congress information of the state of the Union and ecommend to their consideration such measures he shall judge necessary and expedient, imposes that additional obligation of recommending to the Congress such more efficient provision for executing the laws as may from time to time be found requisite

The same instrument confers on Congress the power not merely to lay and collect taxes, duties, imposts and excises, to pay the debts and provide for the common dience and general welfare, but "to make all laws which shall be necessary and proper for carrying into effect the foregoing powers, and all other powers vested by the Constitution in the Government of the U. States, or in any department or efficer thereof," and also to provide for calling forth the militia for executing the laws of the Union. In all cases similar to the present, the duties of Government become the measure of its power; and whenever it falls to exert a nower necessary and proper to the common dience and general welfare, but "to make ever it fails to exert a power necessary and proper to the discharge of the duty prescribed by the Constitu-tion, it violates the public trust not less than it would in transcending its proper limits. To refrain, therefore, from the high and solemn duties thus enjoined—however painful the performance may be and thereby tacitly permit the rightful authority of the Government to be contemned, and its laws obstructed by a single state, would neither comport with its own safety nor the rights of a great body of the American

people.

It being thus shown to be the duty of the Executive to execute the laws by all constitutional means it remains to consider the extent of these already at his disposal, and what it may be proper further to

In the instructions of the Secretary of the Trea ary to the Collectors in South Carolina, the pro visions and regulations made by the act of 1799, and also the fines, penalties and forfeitures for their enforcement, are particularly detailed and explained. It may be well apprehended, however, that these provisions may prove inadequate to meet such an open, powerful, organized opposition, as is to be commenced after the 1st of February next.

Subsequently to the date of these instructions and to the passage of the Ordinance, information has been received from sources entitled to be relied on, that owing to the popular excitement in the State, and the effect of the Ordinance, declaring the execution of the revenue laws unlawful, a sufficient number of persons in whom confidence might be placed, could not be induced to accept the office of Inspectors, to oppose with any probability of suc-cess, the force which will no doubt be used when an attempt is made to remove vessels and cargoes from the custody of the officers of the Customs, and indeed that it would be impracticable for the Col-

necessary precaution; and though the authority to give that direction is not questioned, it is nevertheless, apparent, that a similar precaution cannot be observed, in regard to the ports of Georgetown and Beaufort, each of which, under the present laws, remains a port of entry, and exposed to the obstruc-tions meditated in that quarter.

In considering the best means of avoiding or of preventing the apprehended obstruction to the col-lection of the revenue and the consequences which may ensue, it would appear to be proper and necessary to enable the officers of the customs to preserve the custody of vessels and their cargoos, which, by the existing laws they are required to take, until the duties to which they are liable, shall be paid or se-cured. The mode by which it is contemplated to deprive them of that custody is the process of replevin and that of capies in withernem, in the nature of a distress from the State tribunals, organized by the Ordinance.

Against the proceeding in the nature of a distress it is not perceived that the Collector can interpose any resistance whatever; and against the proc replevin authorized by the law of the State, he, having no common law power, can only oppose such pectors as he is by statute authorized, and may find it practicable to employ; and these, from the information already adverted to, are shewn to be wholly inadequate. The respect which that process wholly inadequate. The respect which that process deserves must therefore be considered.

If the authorities of South Carolina had not ob-

ructed the legitimate action of the Courts of the United States, or if they had permitted the State tribunals to administer the law according to their oath under the Constitution, and the regulations of the laws of the Union, the General Government might have been content to look to them for maintaining the custody, and to encounter the other inconveniences arising out of the recent proceedings. Even in that case, however, the process of replevin from the Courts of the State would be irregular and unauthorized. It has been decided by the Supreme Court of the United States, that the Courts of the United States have exclusive jurisdiction of all sei-zures made on land or water for a breach of the laws of the United States; and any intervention of a State authority, which, by taking the thing seized out of the hands of the United States officer, might obstruct the exercise of this jurisdiction is unlawful: that in such case the Court of the United States having cognizance of the seizure may enforce a redelivery of the thing by attachment or other summary process; that the question under such a seizure whether a forfeiture has been actually incurred belongs exclusively to the Courts of the United States, and it depends on the final decree whether the seizure is to be deemed rightful er tortious; and that not until the seizure be finally judged wrongful and without probable cause by the Courts of the United States, can the party proceed at common law for damages in the State Courts.

But by making it "unlawful for any of the constituted authorities, whether of the United States or of the State, to enforce the laws for the payment of duties, and declaring that all judicial proceedings which shall be hereafter had in affirmance of contracts made with purpose to secure the duties im-posed by the said acts, are and shall be held utterly null and void," she has in effect abrogated the judicial tribunals within her limits in this respect—has virtually denied the United States access to the Courts established by their own laws, and declared it uslawful for the Judges to discharge these duties which they are sworn to perform. In lieu of these, she has substituted those State tribunals already adverted to, -the Judges whereof are not merely forbidden to allow an appeal or permit a copy of their record, but are previously sworn to disregard the laws of the Union, and enforce those only of South Carolina; and, thus deprived of the function essential to the judicial character, of inquiring into the validity of the law and the right of the matter, become merely ministerial instruments in aid of the

concerted obstruction of the laws of the Union.

Neither the process nor authority of these tribu nals thus constituted, can be respected consistently with the supremacy of the laws or the rights and security of the citizen. If they be submitted to, the protection due from the Government to its officers and citizens is withheld, and there is at once an end not only to the laws but to the Union itself.

Against such a force as the Sheriff may, and which, by the replevin act of South Carolina, it is his duty to, exercise, it cannot be expected that a collector can retain his custody with the aid of the The removal of the Custom House from Charles- inspectors. In such case, it is true, it would be

Digitized by GOOS

Courts against those engaged in the unlawful proceeding; or the property might be seized for a viola-tion of the revenue laws, and being libelled in the delivery, which would be committed to the Marshal for execution. But in that case the 4th section of the act, in broad and unqualified terms, makes it the duty of the Sheriff "to prevent such recapture or seizure, or to re-deliver the goods, as the case may be," even "under any process, order or decrees, or other pretext contrary to the true intent and mean-ing of the Ordinance aforesaid." It is thus made ing of the Ordinance alteresaid. It is thus have the duty of the Sheriff to oppose the process of the Courts of the United States, and for that purpose, if need be, to employ the whole power, of the country : and the act expressly reserves to him all particularly mentioned.

competent to institute suits in the United States Courts against those engaged in the unlawful proceeding; or the property might be seized for a violation of the revenue laws, and being libelled in the proper courts, an order might be made for its relativery, which would be committed to the Marshal for execution. But in that case the 4th section of the continuary of the 'Sheriff' to prevent such recapture or seizers, or to redeliver the goods, as the case may have "yen" under any process, order or decrees, other pretent contrary to the goods, as the case may have "yen" under any process, order or decrees, or other pretent contrary to the true inient and meaning of the Ordinance aforesand." It is thus made for the set of the 9th care of the return of the contrary to the whole power, of the country; and the set expressly reserves to him all power, which in dependently of its provisions, he contemplates a resort to other means than these particularly mentioned.

It is not be diagraised that the power which its thus eajoined upon the Sheriff to amploy is nothing less than the pose committer in all the rigor of the autient committer in all the rigor of the committer in all the rigor of the autient committer in all the rigor of the committer in all the country exprised to the color of the Act of the 3d of March. 1815, which expreted on the skin of the Act of the 3d of the proposes, in a rigor that of the autient committer in all the autient contracts the autient contracts the autient contracts the autient contracts the aut prisonment, every man over the age of fifteen and able to travel, to turn out at the call of the Sheriff, and with such weapons as shall be necessary; and it may justify beating and even killing such as may resist. The use of the posse comitatus is therefore a direct application of force, and cannot be other. e regarded than as the employment of the whole militia force of the county, and in an equally efficient form, under a different name. No proceeding which resorts to this power, to the extent contemplated by

The act, can be properly denominated peaceable.

The act of South Carolina, however, dies not rely alregate upon this forcible remedy. For even attempting to resist of disobey,—though by the aid only of the addinary officers of the customs.—the process of replevin, the collector and all concerned are subjected to a further proceeding in the nature of a distress of their personal effects, and are moreover made guilty of a misdemeanor and liable to be punished by fine of not less than one thousand nor more than five thousand dollars, and to hardsome the coefficier to years not less than six months: i aprisonment not exceeding two years nor less than six months and for even attempting to execute the orders of the court for retaking the property, the marshal and all assisting would be guilty of a misdemeanor and be liable to a fine of not less than three thousand dollars, and not more than ten thousand, and to

guity of a misdemeanor and be liable to a fine of not less than three thousand dollars, and not more than ten thousand, and to imprisonment not exceeding two years nor less than one; and in case the goods should be retaken under such process it is made the at solute duty of the Shoriff to retake them.

It is not to be supposed, that in the face of these penalties aided by the powerful force of the country, which would doubtless be brought to sustain the State officers, either that the collector could retain the custody in the first instance, or that the marshal could summon sufficient aid to retake the property pursuant to the order or ether process of the court.

It is moreover obvious that in this conflict between the powers of the officers of the United States and of the State (unless the latter be passively submitted to) the destruction to which the property of the officers of the customs would be exposed, the commission of actual violence, and the loss of lives, would be exercely avoidable.

Under these circumstances, and the provisions of the acts of South Carolina, the execution of the laws is rendered impracticable, even through the ordinary judicial tribunals of the United States. There would certainly be fewer difficulties and loss opportunity of actual collision between the officers of the U. States and of the State, and the collection of the revenue would be more effectually secured—it indeed it can be done in any other way—by placing the custom-house beyond the immediate power of the country.

way—by placing the custom-house beyond the immediate power of the country.

For this purpose it might be proper to provide, that whenever. by any unlawful combination or obstruction in any State, or in any port, it should become impracticable faithfully to collect the duties, the President of the United States should be authorized to aiter and abolish such of the districts and ports of entry as should be necessary, and to establish the custom-house at some secure place within the same port or harbor of such State; and 1978. Of the ordinance belongis are 92 pieces of brass, 2 of iron such places, it should be the duty of the collector to reside at such places, and to detain all vessels and cargoes until the duties

tion of each Department of the Government of laws, and to co-operate in all measures necessary in the present energency.

The crisis undoubtedly invokes the fidelity of the patriot and the sagacity of the statesman; not more in removing such portion of the public burthen as may be unnecessary, than in preserving the good order of society, and in the maintenance of well regulated liberty.

While a forbearing spirit may, and I trust, will be exercised towards the errors of our brethren in a particular quarter, duty to the rest of the Union demands that open and organized resistance to the laws should not be executed with impunity.

The rich inheritance bequeathed by our fathers has devolved upon us the sacred obligation of proserving it by the same virtues which conducted them through the eventual scenes of the Revolution, and ultimately crowned their struggies with the mobilest model of civil institutions. They bequeathed to us a Government of laws, and a Federal Union, founded upon the great principle of popular representation. After a successful experiment of forty-four years, at a moment when the Government and the Upion are the objects of the hopes of the friends of sivil liberty throughout the World and in the midst of public and individual prosperty unexampled in history, we are called experiment of forty-four years, at a moment man the observation of civil liberty throughout the World and in the midst of public and inthe midst of public and inthe midst of public and individual prosperity unexampled in history, we are callet upon to decide whether these laws possess any force and the Union the means of self preservation. The decision of the question by an enlightened and patriotic people cannot be doubt ful. For myself, fellow citizens, devoutly relying upon this kind Providence, which has hitherto watched over our destinies and actuated by a profound reverence for those institutions have so much cause to love, and for the American People whose partiality honored me with their highest trust, I have determined to spare no effort to discharce the duty which in the conjuncture is devolved upon me. That a similar spirit will actuate the representatives of the American People is not that the continuous of and I fervently pray that the Great Ruler of Nations may so guide your deliberations and our joint measure as that they may prove salutary examples, not only to the present, but to future times, and solemply proclaim that the Constitution and the Laws are supreme and the Union indiscolus of the processing the content of the Constitution and the Laws are supreme and the Union indiscolus of the processing the content of the Constitution and the Laws are supreme and the Union indiscolus of the processing the content of the Constitution and the Laws are supreme and the Union indiscolus of the processing the content of the Constitution and the Laws are supreme and the Union indiscolus of the processing the content of the Constitution and the Laws are supreme and the Union indiscolus of the processing the content of the Constitution and the Laws are supreme and the Union indiscolus of the processing the content of the Constitution and the Laws are supreme and the Union indiscolus of the processing the content of the Constitution of the Constitution of the Constitution of the Constitution of the Constit e. Washington, January 16th, 1933.

MASSACHUSETTS MILITIA.—The returns of the M litis of this commonwealth, and of the ordnance ordnance stores, muskets, and military equipments in the Quarter master General's department, were communicated yesterday to the Legislature by the Governor. It appears that the total number of the militia for the year 1832 was 46,796, and exclusive fantry, 32,074, and light infantry and grenadiers, 8978. Of the ordnance belonging to the State, there are 92 pieces of brass, 2 of iron. There are also,

NEW-YORK AMERICAN.

JANUARY 19, 21, 22, 23, 24, 25-1833.

LITERARY NOTICES.

CASPAR HAUSER, - an instance of crime against the life of the Soul of Man,-1 vol. 12mo. : Boston, Allen & Ticknor .- Most readers of newspapers will remember that some four years ago marvellous accounts were transferred from the European journals into those of this country concerning a supposed wild youth, a child of the woods, or at any rate a human being of many years of age, who had no use of the intellectual faculties of his nature-In the interesting little volume which we have now to notice, an authentic account is given of all hitherto discovered respecting this youth. It is a translation from a German original, published by M. Feuerbach, President of a Court of Appeals in Ba. varia, and eminent as a philosophical jurist. The American translation is introduced by a prefatory notice from the pen of Mr. Lieber, whom this country may now proudly claim as the Editor of the Encyclopudia Americana, in which he refers to the known character and station of M. Feuerbach as a guarantee that nothing false or doubtful is stated in the volume published by him. In this view, and with the confidence inspired by it in the authenticity of the details related in its attractive pages, we think this volume of the Memoirs of Caspar Hauser, while it will be studied by men of science for the light it is calculated to throw on psychology, will be sought with eagerness by readers of all classes. We will not spoil this interest by telling the story, but simply premise that the individual in question, Caspar Hauser, after being from his earliest years, to the age of seventeen, shut up in a sitting posture, without being able to stand up or lie down, in a dungeen-fed upon bread and water alone-without light-without the sight of a human being-without the sound of a human voice, and without any means whatever of communication with the external world, and consequently without the alightest knowledge of its existence, was found on the 26th of May, 1828, standing alone in a public street of Nuremberg, a town of Franconia, formerly a free city of the Empire, but now subject to Bavaria .-With this explanation we intended to subjoin seme extracts, but are prevented by the message.

The mystery of the crime so truly, though with somewhat of German mysticism, denominated a "crime against the life of the soul," is yet undeveloped; meanwhile Earl Stanhope, to whom President Von Fenerbach has dedicated this little volunie, has adopted the unknown Caspar as his foster son, and was about to remove him to England, to await the clearing up of the mystery.

THE SELECT JOURNAL OF FOREIGN PERIODICAL LI-TERATURE, No. I. Boston, CHARLES BOWEN.---We are well pleased to have the opportunity of welcoming such a publication as this, issued forth under such auspices. It supplies a want beginning to be more and more felt daily, and will, we are persuaded, be appreciated accordingly. The names of the editors, Messrs. Andrews Norton and Charles Folsom, of Cambridge, (Mass.) both, we believe, Professors of Harvard College, will serve to assure the public, that the selections, which it is one of the main objects of the undertaking to make, from the best periodicals of Europe, will be judicious; and that, through the medium of careful and accurate translations, the American roader will be furnished quarterly with whatever of superior merit, the French, or German, or Italian periodical press may have put forth; of the commissioned officers, of 44.472; of which while the best, or such portions as may be thought last number, the cavalry are 726, artillery, 2694, indesirable, of the best articles from the Edinburgh, desirable, of the best articles frem the Edinburgh, Quarterly, Eclectic, and other British Reviews and Magazines, will find a like place in this Journal.

The difference between it and such a publication

Literature, Science, and the Arts, printed in Philadelphia, is-first, in the range of its subjects, which both reces the Continent as well as Great Britainand, secondly, in the general nature of its selections, ever, are not to be excluded; for, in the No. befere us, we have poetry, by Mrs. Hemans, and Sir John notices, there is much to amuse in instructing the general reader. A portion of the Journal is also occurrences or inventions.

We cannot take leave of the work, without comtypography, and of the paper on which it is printed.

THE NEW-ENGLAND MAGAZINE, for Jaduary.—We are glad to see this periodical, in spite of the fate that generally attends the class of works to which it belongs, continue to hold its way as steadily as it does. Almost every number, in addition to the proper variety of light articles, contains some leading paper of more solid interest, while the paper and typography, in their unassuming neatness, might well be imitated by other publications of the kind. Among the original papers, there is one upon the late Dr. Spurzheim, which the recent death of that lamented individual rendors particularly interesting. Of the anecdotes embodied in it as illustrating the practical operation of the science he profes to teach, the following is quoted of him as told in a distinguished British review, by Mr. Chevenix, of London, a Fellow of the Royal Seciety.

"In a school of fifty-eight boys, not one of whom he had ever beheld to that moment, he ran his hand rapidly over every head; touched some which appear. and to possess eminently any defect or quality; and in less than an hour delivered his opinion upon the most remarkable subjects for good or bad, without committing a single mistake; for all his opinions coincided most accurately with the testimony of the mesters to whom the scholars were well known. The same trial was made the same day in a school of thirty four girls, and gave miraculous evidence of the truth [of Phrenology.]" Similar instances are knewn to have occurred in Boston, about which there could be no mistake or delusion. Some of these, if not ascribed to the deductions of the soience, must appear altogether wonderful and unaccountable.

The writer of the article dwells warmly upon the results of Dr. Spurzheim's dissections, and says that he heard Mr. Abernethy speak to his class of the facts demonstrated in them as original and brilliant discoveries. The personal character and companienable qualities, of the great Phrenologist are summed up as follows:

In speaking of the present standing of Phronology in Europe, we may mention that Mr. Combe has very recently delivered lectures with great success in Dublin, and that large phrenological collections exist and are increasing in that city as well as in London and Edinburgh. Here, we suppose, phren-elegists would not be displeased if we were to say, that it is somewhat singular, if they are the brain-sick enthusiasts, or contemptible hypocrites some people represent, that they should recommend and ote appeals to nature which must destroy their by pothesis; large phrenological collections being the proper methods of accomplishing that object. They ald point to Gall, Spurzheim' Combe, De Ville, on, Wardrop, Dr. Combe, (brother of the **E**fflicts writer on Phrenology, and a man of great original-ity,) as men not likely to be deceived, or te deceive thers. They would point also to the periodical ress, and say. "See how Phrenology is looking up here." The Encyclopedia of London spoke with nere." The Encyclopeum of Additional patempt of Cremielegy, but out comes an article, sars afterwards, favorable to Phrenelegy. Look at a satisfa in the "Foreign Quarterly," written by the article in the "Foreign Quarterly," written by a Fellow of the Royal Society, (and a very clever follow too,) which scarcely conceals, under the as-sumed partiality of the reviewer, his inclination for the observious doctrines. All this, if admitted, is to be particularly scrutinized. How many natural

so need of its kind—as the Museum of Foreign || be ascribed to the labors and abilities of the subject || gifts, what extensive acquirements, and what finish. of our memoir.

MUSEUM OF FOREIGN LITERATURE, SCIENCE AND ART, for January. E. Littell, Philadelphia.-The least the taste and perception, to discover and apjudgment with which this republication of the best which will be of higher reach. Lighter articles, how-things in the British Magazines is conducted, al- crimination, a general knowledge of the surface of ways makes it an acceptable visitor; and, though things, and sufficient skill in subjects of greater imworks of the kind, when entirely original, are al. portance to detect quackery and pretension in Malcolm; while in the portion devoted to critical ways hailed by us with more interest, yet we must others: there must be, toe, a great adaptability, confess that much is due to the Museum for giving not only of mind, but of humor,—the power us the spirit of foreign Magazines without thrusting of applying the faculties to an immense varie. devoted to notices of eminent individuals recently them bodily upon the public. This publication, ty of subjects, and the facility of doing it with dead-and another to intelligence of any remarkable with the recent one started in Boston for republish. the interest and zeal to render the results worth ing select papers from the larger reviews, contain, communicating. For the same end there must be too together, all that is desirable should be disseminated a celm temper and a clear head; there must be judgmending warmly the excellence and beauty of the through the country, of the various works whose ex- ment to adopt a course, and courage to pursue it. sellencies they cull. They both, in different de. But above all, there must be that confidence in one's partments, represent the whole circle of foreign powers, without which, all attempts to grapple with periodical literature. And though they are really a subject at a moment's warning, and hand it over the most serious rivals our native Magazines can to others, firmly and decidedly, cannot exist. Now have, we hope they have sufficient vigor to over. here is a string of perfections which only units in shadow and put down all attempts to flood the the here of a novel or of a school girl's imagination, country with wholesale republications of works and therefore as no one man can be supposed actute which, whatever may be the spirit and ability ally to possess these, it only remains for those who with which they are edited, it is not desirable if we are obliged professionally to assume their possesare ever to have any independence of opinion in sion, to do it in as cool a matter of course way as matters of literature and taste, we should continue other people conduct their business operations .still indebted for all our views upon such subjects; There is nothing that, with the general mind, gives especially, when the same works—though properly more weight to opinion, than its being pronounced culled they afford the most valuable materials for excethedra—and we all knew that the bray of maa publication like that which suggests these obserding an assis, in print, mistaken for the roar of a lion. vations, do-for the most part, uphold political principles, and disseminate national prejudices, that tation, we must, in the teeth of much that we have should make them the aversion of every liberal mind-

> Rodrigo, which, after vainly endeavoring to compress sufficiently to come in here, we are compelled to omit.

> THE WESTERN MONTHLY MAGAZINE, No. I.—Here is a new adventurer in the field of periodical literature It would really seem as if all the world were taking to magazine writing, they sprout up so like mushrooms around us. We will hope, however, that while they present themselves in so fair a shape as this. there will be readers enough left to do them justice The Western Monthly Magazine is a neat octavo pamphlet of 48 pages, well printed; and when we say that James Hall, the well known author of many beautiful Western sketches, is the Editor, we need hardly add, well conducted. Mr. Hall, who has already had some editorial experience from his connection with the Illinois Magazine, (the basis of this, by the bye) gets over that very awkward thing, an "introductory," with better success than most of those who have ever been driven to attempt it. We should suppose it a most embarrassing task thus to introduce one's self to the public, who, as we all know, is a queer, whimsical personage to have to do with; and, whether you approach it in a frank, manly style, or with courtier-like grimaces, is likely to flout you either way. The best method of dealing with it, after all, is probably the half mystifying, half bullying style, which Blackwood has so successfully adopted and sustained. Diffidence sits as ungracefully on an Editor, as a Spanish cloak upon an Alderman, the mantle of Omphale on the shoulders of Hercules, or the cupola nuon the City Hall. It is something separate from, and alien to, his nature, incongruous, and totally out of place.

> What is an editor? He is, or rather we should say it is, an abstract entity—it is a supposed impersonation of a number of qualities, for the possession of which, as they never did, and never can, really exist, and unite in any one person, no one should

ed accomplishments are included in the editorial we! There must be, if not fancy and humor, at preciate both; there must be acuteness and dis-

And now to return from this parenthetical disserbeen advancing, say, that the modest tone of Judge Hall's leading editorial, will introduce him favorably The most interesting article in this number of the to many of his readers, while the lively sketch (en-Museum, is an account of the storming of Cuidad titled Politics) we copied a day or two since, will, with the other articles of this number, induce them to cultivate a further acquaintance.

POETRY.

[From the Knickerbacker for January.] THE ARCTIC LOVER TO HIS MISTRESS.

[By William C. Bryant.] Gone is the long long winter night,
Look, my beluved one!
Look and beluved one!
Rolls the majest: sun.
The willows, waked from winter's death,
Give out a fragrance like thy breath—
The summer is begun!

Aye, 'die the long bright summer day:
Hark, to that mighty crash!
Hark loosened ico-ridge breaks away—
The smitten waters flash.
Reaward the glutering mountain rides,
While, down its green translucent side
The foamy corrents dash.

See, love, my boat is moored for thee, By ocean's weedy floor—. The petrel does not skim the sea. By oreas:
The petrel does not skim the arm.
More swiftly than my oar.
We'll go where, on the rocky isles,
Her eggs the acreaming sea-fowl piles
Beside the pebbly shore.

— here the poppy blows,

Beside the pobly snow.

Or, bide thee where the poppy blows,
With wind flowers Irall and fair,
While I, upon his late of snows,
Seek and defy the bear.
Flerce though he be, and huge of frame,
This arm his savage strength shall tame,
And drag him from his lair. When crimson sky and flamy cloud

Beencak the su Bespeak the summer fled,
And anows that melt no more, enshroud
The vallles white and dead.
17th build of ice thy winter home,
Wikh glistening walls and lucid donse,
And floor with akins bespread.

The white fox by thy couch shall play; And, from the irozen arises, And, from the frozen arms,
The meteore of a mint dify
Shall flash upon thine eyes.
And I—for such thy vow—meanwhile,
Shall hear thy voke and see thy smile,
Till that long midnight flies.

Thoughts on Twilight. Retire we now from field and hill,
As closes in the evening hour,
And with a soft yet beding thrill,
The sout awakes its holier power—
And each inordinate desire,
And each intemerate impulse dies,
As Charity's rekinding fire
And God'sown love revive and rise.

[FOR THE NEW-YORK AMERICAN.] TO R. N. F.

TO R. N. F.

TO R. N. F.

TO R. N. F.

TO R. N. F.

TO prove the and thou knowest

To prove that all thy love, like sand,
Upon the wind thou throwest?

The lit that makest out at last
Does but reflect the bitter past,
While all the good thou learnest yet
But makes her harden to forget.

What makes her harder to to get.

Which in her breast resideth,
And what the warmth and tenderness
Her mien of coldness hidoth,
If but ungenerous thoughts prevail
When thou her bosom would'st assail,
Whiletenderness and warmth doth ne'er,
By any chance, toward thee appear.

Sym up each token thou hast won Of kindred feeling there—
How few for Hope, to build upon, How many for Despair!
And if e'er word or look declareth Love or aversion, which she beareth, While of the first no proof thou hast, How meny are there of the last!

Then strive no more to understand Her of whom thou knewest Enough to prove thy love like sand Upon the wind thou throwest: The ill thou makest out at lest Does but reflect the bitter past, While all the good thou learnest yet But makes her harder to forget.

CLARA.

SALES AT AUCTION OF REAL ESTATE.

By James Bleecker & Sons—January 15
The farm at Throg's Neck. belonging to the estate of
the late George Lorillard, Esq. containing about 226 res, House and lot No. 9 Ann arecet, 30 feet front, 48 feet

House and lot No. 521 Broadway, lot 26 feet 6 inches in front, and 110 feet deep,
Two story house and lot No. 50 Laight street, 26 by

Two story house and for No. 30 Laight street, 30 5, 76 fost,
House and four lots on Grove street, 25 by 120 each,
and one on Christopher street, 2 by 60,
Jan, 16.—Store and lot No. 120 Water street, 20 feet
6 inches by 57 feet,
Do. do. No. 4 Fletcher st 27ft 5in. by 72ft. 3in.
Bo. do. No. 10 do.
Do. do. No. 10 do.
Do. do. No. 15 do. 22 ft. 4½ in by 81 ft.
Do. do. No. 15 do. 22 ft. 4½ in by 81 ft.
Do. do. No. 17 do. 23 ft. 1by 33 ft. 7 ft.
Two houses and lots, No. 11 & 13 James st. 25 by 134 ft.
Yucant lot on Hall street, opposite the Market,
Do. do. do. do. do. do. do. on Sixth, near Hall street, 28} by 91 1.65 Do. Do. 2.07 do. do. Do.

Under the direction of F. De Peyster, v. Erg. Master in Chaocery—The store and lot No. 160 Pearl at, 22 feet 3 inches by 60 feet.

MARRIAGES.

On Thursday evening, 17th inst, by the Rev. Dr. McElrey, Joseph Tucker, Esqr. to Mass Labella Wiley. both of this city. On 17th inst, by the Rev. Dr. McCartee, Mr. Wm. A. Waison, of Newport, R. I. to Miss Mary Aum Muckle, of this city in St John's Chapel, on Wednesday evening last, by the Rev. Dr. Berrian. Mr. Frederick Moser, of Germany, to Miss Mary Ann Hofiman, adopted daughter of Albert Wunnenberg, of this city.

On Thursday evening, 17th inst. by the Rev. Mr. Masoc, Mr. John M. eely, of Dutchess county, to Miss Ann, daughter of Capt. Josiah legersoil, of this city.

Last evening, by the Rev. S. H. Cone, Mr. Silas Ludism to Miss Elizabeth F., daughter of Mr. John Clem, all of the city.

to Miss Elizabeth F., unuguaes of Science Coty.

On the 16th Jan., by the Rev. George Foot, Mr. James S. Roger to Miss Susan Maria, eldest daughter of Mr. Ward Walton, all of this place—Lencx, Madison Go., N. Y. At Smithtown, L. I. on the 16th instant, by the Rev. Zacheriah Greene, Mr. Cale Smith to Miss Marriet A., youngest daughter of Samuel Bailey, Esq.

At Pittsfield, Mass., on the 1st inst., Orrin Wright, M. D., to Mrs. Peace, of Washington, D. C.

DEATHS.

On Wednesday evening, the 22d inst. Laurent Sailes, Esq. in the 63.1 year of his age.
On morning Jan. 19th, of a lingering illness, Miss Careling S. Halstead, daughter of John Halstead.
On the evening of the 16th inst. of a lingering illness, Capit John W. Patterson, in the 37th year of his age.
Last evening William Cargill, infant son of John T. B. Rotchum, aged 16 months.
On evening, 20th inst., in the 23d year of his age, Mr. John Craig, of Wilmington, Del.
On Sunday morning, 20th inst., Whitney, son of J. Phillip-Phenix, aged 2 years 4 nonths.
On Sunday afternoon, Mrs Susan Bayley, relict of the lating Joseph Bayley, and daughter of the late Dr. William Adams of Mount Fleasant, aged 54 years.
On Wednesday morning, 23d inst., Mrs. Mary Ann Olssen, is the 52d year of her age.
On Wednesday morning, 23d inst., Mrs. Margaret, wife of Matthew McClaughry, in the 37th year of her age.
On Wednesday morning, 23d inst., of dropsy, Lurin I. Woodward, daughter of the late Robert W. Woodward, of Nowport R. I., in the 18th year of her age.
At Mailson C. H., Va., on the 18th instant, Mrs. Ann Swift, aged 65 years, reisc of the late Jonethan Swift, Esqr. of Alexandria, D. C.
On Monday evening, Laura Wooleey, infant daughter of William Samuel Johnson Esq., aged 17 months.

At Huntington, (L. I.) on the twelfth instant, in the eighty-third year of his age, CHRISTOPHER MENG, a native of Pennsylvania. Mr. Meng took an active part in the Revolutionary War; and soon after its termination settled at Huntington, where he remained with little interruption until his death. He has left behind him a reputation enthely spotless, and a large circle of friends and acquaistance, who, to an individual, honor and bless his memory.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 109 persons during the week ending on Saturday last, Jan. 19th, viz.:—21 men, 31 women, 34 boys, and 22 girls—of whom 33 were of the age of 1 year and under, 8 between 1 and 2, 11 between 2 and 5, 2 between 1 and 0, 15 between 20 and 30, 15 between 30 and 40, 15 between 30 and 40, 15 between 30 and 90, 15 between 30 and 90, 15 between 30 and 90, 20 between 30 and 90, 20 between 30 and 90, 30 and 90
100 and 70, 1 between 70 and 89, 1 between 80 and 80, and 1 of 100 and upwards.

Diseases: Apoplexy 7, burned or scalded 4, casualty 2, catarch 1, consumption 37, convolsions 12, diarrines 1, dropsy 2, dropsy in the chest 1, dropsy in the head 4, dysentery 1, lever, remittent 1, fever, scarlet 1, hives or croup 7, hydrophobla 1, 1 tudics 1, inflammation of the bowels 5, inflammation of the thest 2, inflammation of the stomach 1, intemperance 1, marassus 4, old age 2, paisy 1, peripacumony 6, pleurisy 1, preumonia typodes 1, rheumatian 1, sore throat 1, sprue 1, attliborn 2, sucide 1, ayphilis 2, unknown 2, whooping cough 1 ABRAHAM D. STEPHENS. Cav Inspector.

AND ADVOCATE OF INTERNAL IMPROVEMENTS, VOLUME 2d.—This Journal
was commenced on the 1st of January, 1832, with a single
subscriber. It has now just commenced its second volume,
with near one thousand subscribers, scattered in every state
in the Union. It was at first devoted to the subject of Rail
roads, Internal Improvements, and news of the day; but it
now embraces in addition to the above, a department for Apatronizer, and another for the Mechanic Arts, wherein will

The Mechanics' Magazine will be printed on roads, Internal Improvements, and news of the day; but it now embraces in addition to the above, a department for Agriculture, and another for the Mechanic Arts, wherein will be found an account of most new Inventions. Such, indeed, has been the encouragement held out, that the publisher is induced to extend its usefulness by making it, not only a journal of the progress of Internal Improvements by means of Railroads, Canals, and Steam Carringes, in our own country and in Europe, but also by making it a Journal of mechanical improvements and inventions, and thereby collecting a greater variety of useful information, relating to such subjects, into a smaller composs, and at a less coat, than can be found in any other publication now before the public. Arrangements have been made to give engravings or illustrations of such new inventions as may be deemed important to the community. The American Railroad Journal and Advocate of Internal Improvements, will also contain much intoresting and useful literary and news reading, with such public documents as may be deemed worth recording for future reference. It will also contain Meteorological Tables, kept at Montreal, L. C., New-York city, Charleston, S. C. together with others kept at intermediate places. We have also the promise of one kept on Real Estate, Prices Current and Bank Note List, &c. &cc.

Terms. There Dollars per annum. in advance, and Sales of &c. &c.

Terms, Three Dollars per annua, is advance, and will not be sent without.

The first volume may be had either in sheets or bound; The first volume may be not enture in sneets or bound, and the second volume will be forwarded by numbers, as they are issued, to any part of the United States. Price of binding, 50 cents, 75 cents, or \$1, according to quality.

Published at No. 35 Wall street, New-York, by

D. K. MINOR.

PATENT RAILROAD, SHIP AND BOAT SPIKES

THE TROY IRON AND NAIL FACTORY Keep constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (sa well as England, where the subscriber obtained

a Patent,) are found superior to any ever offered in market.
RAILROAD COMPANIES MAY BE SUPPLIED WITH SPIKES
having counteraink heads suitable to the holes in iron rails, having counterank heads suitable to the holes in iron rails, to any amount and on short notice. Almost all the Railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

30 All orders directed to the Agent, Troy, N. Y., will be punctually attended to.

HENRY BURDEN, Agent.

Troy, N. Y., July, 1831.

Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 222 Water-street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

P. S. Railroad Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes. j23 lam

H. BURDEN.

TOWNSEND & DURFEE, Rope Manufacturers to TOWNSEND & DURFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Railroads at the shortest notice, and deliver them in the city of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Architald, Engineer Hubson and Delaware Canal and Railroad Company, Carbondale, Luzerne County, Pennsylvania.

Psimyra, Wayne County, New-York,

Ist mo. 22, 1832.

J30 tf



AMERICAN MECHANICS' MAGAZINE,

The subscriber proposes to publish a monthly Magazine to be called the American Mechanics' Magazine. His object in so doing, is to lay before the Mechanics of the United States, at a cheap rate, in a convenient form, some account of the improvements in mechanics and machines, as well as a list of new inventions and patents, both in England and the United States. He is not aware that there is, at this time, any publication of the kind in this country, furnished at a price so low as to bring it within the reach of the great mass of American me-chanics—and he therefore has determined to commence the publication of a work with the above name, on, or about the 15th of February next; which will contain most

The Mechanics' Magazine will be printed on beautiful paper, with new type, containing fortyeight large octavo pages of two columns each, stitched in a handsome cover of colored paper, and issued on the first Saturday of each month, at the very low price of THREE DOLLARS per annum, in advance. D. K. MINOR.

ONEW-YORK FARMER AND AMERICAN GARDENER'S MAGAZINE CAN GARDENER'S MAGAZINE. Whole number, Vol. 6. New Series, Volume First. No. 1, for January 1833, is just published. This is an Agricultural periodical, published monthly, containing 32 large quarto pages of three columns each, devoted particularly to Agriculture, Horticulture, &c. It will also contain much interesting matter upon other subjects, such for instance as road making and repuiring, together with steam carriages for common roads, with other modes of improving internal communication. Its main object, however, is to collect from those who cultivate the soil scientifically, and observingly, and to disseminate such information as may tend to improve the mode of cultivation throughout our widely extended country. No person will deny the utility of such a publication properly conducted; nor will any one doubt me when I say that such a paper cannot be properly conducted and handsomely executed, without an extensive circulation and prompt payment to meet its expenses.

Terms, Three Dollars per annum, in advance; and will not be sent without, as, at its present price, it will not pay a commission for collecting, nor bear the loss arising from want of punctuality on the part of subscribers.

D. K. MINOR, Proprietor,
35 Wall street, New-York.

GRACIE, PRIME & CO., 22 Broad street, have on hand the following Goods, which they offer for sale on the most favorable terms, viz. 200 qr casks Marseilles Madeira, entitled to debenture

200 qr casks Marseilles Madeira, entitled to debenture
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10 bules fine Velvet Corks; 4 cases Guan Arabic
2 cans Oil of Orange; 20 kegs Tartaric Acid
8 casks French Madder, ESFF; 2 do. do. SFF
10 do. Danish Smalts, FFFF; 10 do. Saxon do.
8 do. small do.; 10 bales Gall Nuts
250 bales first quality Italian Hemp; 20 tons Old Lea
300 barrels Western Canal Flour; 70 bags Saltpetre
150 lbs Hares-back Wool; 30,000 English Quills
156 bales New-Orleans Cotton; 100 do. Florida do.
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12 do. Sea Island do.; 20 tons Old Lead 18 boxes Maraschino Cordials, in bottles 200 do. Leghorn Rage, No. 1. DRY GOODS, BY THE PACKAGE— Jet black Bombazines; Furniture Dimitic

Jet black Bombazines; Furniture Immuses
Black Italian Lustrings Gimp Cap Lace
Do. printed border Handkerchiefs
German plain brown Drillings [ture
English brown Shirtings, 33 inch, entitled to debenRussin Sheetings, bleached.

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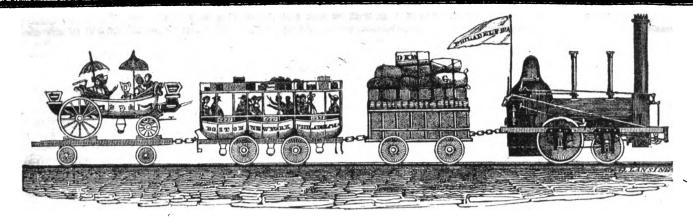
IMPERIAL, ROYAL, MEDIUM, COPPER-PLATE and WRAFPING PAPER, from the Saugerties Paper Manufacturing Company. The present stock of the above description, now offered for sale by the agents, is equal, if not superior, to any other in the United States. The whole has been manufactured from the best LINEN STOCK, imported on the most forwards the states of the above Company. the most favorable terms expressly for the above Company, and the superiority of the IMPERIAL, MEDIUM, and ROYAL in furnishing full contracts, have given universal

satisfaction.

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AMERICAN RAILROAD JOURNAL, INTERNAL IMPROVEMENTS. ADVOCATE AND OF

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

D. K. MINOR, EDITOR.]

SATURDAY, FEBRUARY 9, 1833.

[VOLUME II.—No. 5.

Agricultural Schools and Societies; Directions for For-Agricultural Schools and Societies; Directions for Forcing and Forwarding Vegetables... Hints and Suggestions to Farmers; Level Roads, &c... Meteorological Table; Foreign Intelligence... Home Affairs—Congress, &c... Summary—Foreign and Domestic... Literary Notices... Poetry; Advertisements... New-York Prices Current, &c...

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, FEBRUARY 2, 1833.

In this number will be found an account, with engravings, of Mr. Braithwaite's new Steam Engine.

We shall in our next give a very able and valuable communication from the Baltimore Gazette upon Railroads and Steam Carriages on common roads. It is from a source entitled to great respect, and we hope it will be extensively circulated and read.

CITY IMPROVEMENTS.—Perhaps there never was a period when the spirit of improvement more generally pervaded the citizens of New-York than the present. Better evidence need not be desired of the general prosperity of our has been already removed and the remainder will favored country than is to be found in the rapid probably be completed early the ensuing spring, increase of population and improvements of this city. The relics of "olden time" are fast giving place, in the lower part of the city, to edifices more in accordance with the spirit of the age; whilst in the upper part, or what was, a few years since, a long way out of town, the very hills and vallies are fading from our view. It is but a few years since one could, without fatigue, become, in a single day, familiar with the principal parts of the city; but at this time this city, for the purpose of filling in and reguit is no small task to visit the different sections, to witness the changes which are constantly being made. We are led to these remarks by for which must be transported at least two success, in making the rough smooth and the crooked straight, is unequalled by any other on the island. That section of the island lying between Fourteenth and Twentieth streets, and between Broadway and the Third Avenue, commonly known as "Bowery-Hill," has been so completely changed in its appearance that an old inhabitant of the neighborhood, having been of the number of vacant lots below 21st street,

sive than any heretolore in use.

We shall again refer to this subject, and give repairs in filling up the ruts, frequently, it might be kept comparatively a good road.—[Detroit of the number of vacant lots below 21st street,

be able to identify the place. The elevation with dwellings and trees, and shrubbery, is now mostly removed into the vallies beyond.

The Chicago Road.—This is one of the This operation is now carried on with great famount important roads in the Territory; being, cility, by means of a railway, which enables a single horse to do the work of twelve or fifteen horses used in the ordinary way. A train horse, contained eight cubic yards of earthwhich is at least equal to sixteen common cartloads. Most of the distance the cars pass on the line of the Harlæm Railroad, but, at each extremity of the line temporary rails of wood, with flat wrought iron bars are laid with wood. en sleepers upon the newly formed surface, which are moved as the embankment is extended, so that each successive train of cars deposits its load in the proper place. When the arrangements for this operation shall have been ra pidity.

this gentleman required the removal of about 1,400,000 cart loads of earth, two-thirds of which when the streets (which are not already completed) will then be regulated. By this improvement a large number of lots in the most convenient and accessible part of the city unoccupied, (being intersected by the Railroad, which will probably be continued down to Wall-street, the ensuing summer,) will be brought into use. Our object in referring to this subject was to call attention to the importance of Railroads to vesant's Meadows, a great part of the material within a convenient distance from the business part of the city, that it becomes a matter of much sive than any heretofore in use.

absent for two or three years, would scarcely | together with some interesting statistical facts which tend forcibly to show the almost unparwhich, but a few months since, was covered alleled rapidity of the increase of population and improvements in the city of New-York.

as it is, the longest and passing through the most populous and interesting portion of the county. As it was constructed by the General Government for the purpose of connecting two of four cars, which we saw moved by one important military posts, and to facilitate the transportation of the mail across the peninsula, it was doubtless intended to be a good and permanent road. The General Government have liberally appropriated, from year to year, such sums as were required for its construction. But, owing to the system of letting out contracts to the lowest bidder,—which so enlists the spirit of rivalry and competition that contracts are, for the most part, sold out at prices so reduced as generally to prove ruinous to contractors—and, in some instances, to the culpable negligence or ignorance of the superintendants, this road, which should have been the rangements for this operation snail have been best, is among the worst, if not the very worst completed the work will progress with great in the Territory. As regards that portion of it apidity.

To effect the improvements undertaken by cult to conceive of a worse road. It has become in such a state that, during a portion of the fall and spring months, it is almost literally impas-sable. We would inquire whether the ten per centum which is required to be retained, in order to be expended on such parts of the roads as have been defectively or unfaithfully con-structed, has ever been paid over or expended. And, if neither is the case, we would further inquire whether it is not competent for the present superintendant to apply it, so soon as the weather is favorable for the object, to the repair of the road. The great defect of this road, as it strikes us, is—that it is not properly drained. It is worse than useless to construct a clay turnpike unless it is thoroughly drained. It were certainly better to leave the land in its nathis city, for the purpose of filling in and regulating that large portion of the city called Stuy. clay, if the water is permitted to lie in the ditches and thus saturate the clay till it is ren-dered a perfect mortar bed. To make a good road over the level tract between Detroit and a recent visit to the scene of operations, in the miles. So rapid are the improvements, and so Ypsilanti, in addition to the ditches on each side 15th ward, of a gentleman whose enterprise and few the number of lots unoccupied by buildings of the road, there should be lateral ditches, of greater depth, some eight or ten rods from the road, on each side, and these let out at suitable part of the city, that it becomes a matter of much places. In this way, if the upper earth is importance to business men, that some mode thrown off and the ground well cleared of of filling them in should be adopted less expen-sive than any heretofore in use.

stumps and roots, the clay has a chance to be-come compact and hard, and thus turn off the

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To the Editor of the American Railroad Journal:

DEAR SIR,-I have read with great satisfaction your excellent paper, in which you endeavor to promote the cause of internal unprovements generally, and I hail with delight your prospect of introducing a mechanics' department. Nothing can tend more to increase the knowledge of the general reader than mechanics, where the principles of them are properly treated. I wish you entire success in this, and hope I shall not be lacking in the necessary exertions to enable you. What you are doing on the subject of M'Adamized roads has been, and will continue to be, useful. I hope you will publish all the information on the subject that shall fall under your eye, and if any thing can supply the place of a treatise on the subject, it would be a regular series of essays in a periodical like yours. But here the subject would be buried so deep among other matters, that a person wishing to pursue the art regularly or make a hasty reference, would find great difficulty, amounting almost to impracticability.

The tyro in road-making needs a regular treatise of reference, not only to teach him what is right, and keep him so, but to assist him in getting right when he is wrong; -not only to keep him out of difficulties, but to enable him to extricate himself out of those he may fall into. This is wherein all that has come to my knowledge on the subject is materially deficient. Mr. M'Adam has given us the perfection of his system without its defects; and he tells us more plainly what a good road is, than how to make one; and he is more explicit in reference to the excellence of his system, than the difficulties to be encountered in putting it in practice, and his principles are more clearly exhibited than the practical mode of arriving at them.

In regard to my efforts to supply this deficiency in the knowledge of my country, it may be observed that, in the judgment of many and from my own observation, it appears that something of the kind is much needed. The opportunities that fell to my share seemed to point me out as the proper person to undertake that certificates of stock to the amount shall be taken to a stock to the Railroad Comthe task and perform the duty. Whether those opportunities have been improved to the best advantage, or whether, if they have, that I possissued shall not, at any time, exceed the sass the necessary tact to serve the public as an amount of the capital stock actually paid in by author, are questions not to be decided, save by the work itself.

Whether we contemplated the subject of good roads as a cement to the bonds of our Unionas connected with our national wealth or individual prosperity—as promoting the march of vidual prosperity—as promoting the march of machinery, or other property, of whatsoever mind—as tending to better the morals of the description; and in case the interest of the community, or to ameliorate the condition of our animals,-it is important in each and every point of view. The mutual intercourse and exchange of views and sentiments, which is the consequence of them, connects and binds us together in a sameness of interest and a sameness of feeling, tends to close alliances between people distantly situated, and removes or greatly lessens sectional jealousies and animosities, so baneful to our republican government. They would be the means of greatly facilitating the exchange of our products among ourselves or with other nations, either for the juxuries or sonveniences of life, at a cheaper of the interval of the Market ourselves or with other nations, either for the juxuries or sonveniences of life, at a cheaper of the mans of greatly of the original facilitating the exchange of our products among term, in Garrard county; also, \$15,000 to the prices, and much of the work had to be re-let.

The road-bed formation was divided into 46 into construct a McAdamized turnpike from Lex-

rate, and more fair competition, and therebyllington to Richmond, in Madison county; and increase the happiness and wealth of our citi- the further sum of \$15,000 to any co zens. They would be the medium through which the light of intelligence might shine into the darkest corners of our land. To be without good, or at least passable roads, is to be in the state of a savage, and the better our road system shall be, the higher in the scale of civality, to broads the passing of this bill.—[Lexington Observed to the passing of ilization we shall rank. Good roads tend to server.] promote the good morals of the community, not only by the increased light of intelligence. but by removing from the carrier and traveller the vexatious source of impatience and crime which bad roads constantly present, and which which should be fostered there, and weaken those with which we should always enter the temple of our God. In fine, patriotism, economy, morality, philanthropy, religion, and the whole train of benevolent virtues, invite us to pursue the subject and influence us to advance it.

The study of the railroad and canal systems is excellent, and all exertions tending to promote the knowledge of their construction and use are praiseworthy. They are the large "veins and arteries of the country." But he who attends to them without feeling or acknowledging the importance of good roads, is like the anatomist, who, in attending to the large vessels of the body, overlooks or disregards those minute ramifications which convey life and vigor to the bone and sinew of the system.

Yours, respectfully, JNO. S. WILLIAMS.

LEXINGTON AND OBIO RAILROAD .-- We publish among the legislative proceedings the Report of the Committee of Internal Improvements, on the proposition of the President and Directors of the Lexington and Ohio Railroad Company to obtain a loan of \$300,000, on the credit of the Commonwealth. The bill accomonnying the Report provides, that the President and Directors of the Company may borrow that amount on the credit of the State, and

Cincinnati, Jan. 14, 1833.

pany, countersigned by the Treasurer that the amount of the stock thus authorized to be the stockholders of the Railroad Company; that for the complete security of the Commonwealth, previous to the endorsement of the said stock by the State Auditor, he shall be required to obtain from the President and Directors of the Railroad Company an assignment, by way of mortgage, of all its lands, tenements, said stock is not punctually paid by the Railroad Company, and the principal redeemed when it becomes due, then the Auditor of public accounts may proceed, after giving due no-tice thereof, to sell to the highest bidder, all, or such portion of such premises as he may deem necessary ;—And in consideration of this favor granted, the Railroad Company is required to subscribe \$15,000 to the stock of any company which may be chartered to construct a McAdamized turnpike from Lexington through Nicholasville, in Jessamine county, to some point on the Kentucky river, suitable for an exten-

which may be chartered to construct a McAd amized turnpike from Lexington through Winchester, in Clark county, to Mount Sterling, in Montgomery county. The said several sums

INTERNAL IMPROVEMENTS IN PENNSYLVANIA. The late Report of the Canal Commissioners of Pennsylvania gives an interesting view of the progress of the great system of improve-ment, in the means of inland communication in produces a treatment of animals inconsistent that state. This immense work is yet in an with our christian character. Bad roads excite unfinished state, and the benefits which are to in our breast feelings the very opposite of those be anticipated from it are but imperfectly felt, in consequence of a want of connexion between the parts which are completed. The extent of canals and railroads built at the sole expense of the state, now finished for use in detached portions, measures five hundred and one miles and one hundred and forty-one rods in length. The extent which remains to be finished, to complete the plan which is begun, is a little over two hundred miles. The whole scheme embraces an extent of artificial navigation and railroad of seven hundred and two miles, besides nine miles of navigable feeders. The principal works are a communication by railroad, canal and slack water navigation, from Philadelphia to Pittsburg; a canal from Bristol to Easton on the Delaware; a communication from Philadelphia to the head of the Wyoming valley, passing through the anthracite coal region, on the North Branch of the Susquehanna river, and to the vicinity of the bituminous coal beds in the Alleghany Mountains in Lycoming county; and a canal and slack water navigation from Newcastle, Mercer county, to steamboat navigation on the Ohio river, at Beaver, and from the Alleghany river, at the mouth of French Creek, to a point near Meadville, and also to Conneaut

Lake, in Crawford county.

Of the railroad from Philadelphia to Columbia, 81 miles in length, 22 at the Philadelphia termination, with the exception of the Schuylkill viaduct, are nearly completed. The canal and slack water navigation from Columbia to Hollidaysburg, at the Eastern base of the Alleghany Mountain, a distance of 171 miles, is completed. The canal from the Western base of the Alleghany Mountain, at Johnstown, to Pittsburgh, is also completed. The Portage railroad, of 37 miles in length, destined to unite these two last named lines of canals, by crossing the Alleghany Mountain, is yet unfinished. This is one of the most important and most difficult portions of the whole work. our readers some idea of the nature of this undertaking, we copy from the Report of the Commissioners that part which describes the progress which has been made on this section of the work.-[Boston Daily Adv.]

The following extract from the Report of the Pennsylvania Canal Commissioners, is from the VILLAGE RECORD. We should be much obliged to any gentleman who will forward us the Report entire. Such documents are of great value to us, to circulate again: we would, therefore, respectfully request gentlemen who may have a spare copy to forward us one.

ALLEGHANY PORTAGE RAILROAD .- Since the work upon this road has been placed under con tract, it has been prosecuted with energy, and has progressed with but little interruption, except by the inclemency of the last winter, and those difficulties which are inseparably connected with the operations upon such work in the depth of a wilderness. Many of the origi-

and the remaining 17 are in such progress as to such other places on the line as is necessary insure their completion in March and April next. for the passage of cars moving in opposite di-Much of the mechanical work is done, and rections, is forty-three and ninety-one one-hunmates completion.

There are 4 viaducts of cut stone upon this road, with spans varying from 40 to 80 feet, and 68 culverts, the spans varying from 3 to 25 feet. These works are all of good stone masonry, and constructed in the very best man-ner. There are also 85 drains or square culverts, from 2 to 3 feet wide, built of stone, making altogether 157 passages for water under the railroad.

The viaduct over the Beaver dam branch of the Juniata river, at Hollidaysburg, is of cut stone, and has two oblique arches. The spans stone, and has two oblique arches. The spans measured on the skew face are each 40 feet 31 inches, and 33 feet measured at right angles to the axis of the vault. The height of the walls, from the foundation to the top of the parapets, is 20 feet; it may be finished about the middle of this month.

The viaduct over the mountain branch of the Conemaugh has a single span of 40 feet; the height of the walls, from the foundation to the top of the parapets, is 231 feet; it may be completed in a few days.

The viaduct over the Ebensburg branch has also a single span of 40 feet; the height from the foundation to the top of the parapet walls is 31½ feet; it may likewise be finished in a few

days. The viaduct over the Little Conemaugh river, at the Horse Shoe bend, has a semi-circular arch of 80 feet span, and will be 78½ feet high from the foundation to the top of the parapet walls; about two-thirds of the masonry is laid, and the arch will probably be closed before setting in of the winter, but the whole work cannot be completed before the first of May next.

Section number seven, about nineteen miles west of the crest of the mountain, comprises an inclined plane, requiring a heavy embankment, and also a tunnel about 900 feet long, at the head of the plane: the ends of the tunnel will be arched with cut stone; the rock through which it is made, is so solid as to render arching the whole distance unnecessary. About twothirds of the whole work on the section is done, and the residue, including about one-fourth of the tunnel, can be finished in next April.

There are 10 inclined planes, varying in length from 89 to 185 rods, and in inclination from 4 degrees, 8 minutes and 48 seconds, to 5 degrees, 51 minutes, and 9 seconds, from horizontal plane. The deepest plane is about equal to the grade of many of our turnpike roads on hill sides.

The estimate of Mr. Welch, the engineer for grading and mechanical work, was last year be partly stone sills and partly will cost but about 585,107 dollars 28 cents, being 22,398 dollars 70 cents less than his original estimate.

Contracts have been made for procuring from England malleable iron nails, pins, and wedges, so near being completed, that by the first of and a portion of the cast iron chairs for one next February the viaducts over Schuylkill, West, it is contemplated to lay one track from track, with sidings, &c. the whole length of the road, and for double tracks on the inclined planes; a part of this iron has arrived at Philadelphia, and a large portion of it is expected before the navigation of the Delaware closes. About 300 tons of cast iron chairs will be manu. factured in Frankstown and Blairsville. double track on the inclined planes, and a the work is well done. It will be a good subsingle track on the rest of the road, will require stantial structure, one thousand and eight feet

Contracts have also been made, and are in progress, for carrying the iron rails, &c. from Philadelphia to the portage; for the balance of the chairs, for stone blocks, broken stone, the chairs, for stone blocks, broken stone, each side with a clear width of eighteen feet laying a single track of rails with transverse wooden sills, and cross ties, and for completing six inches, for a carriage or roadway, and for a sills, and rails of wood and flat iron bars, \$5,579 track of rails, making together a clear width of 25 per mile. over the whole road.

more will be finished by the first of next month, || second track on the inclined planes, and on || and abutments of this viaduct. finally estimated, and the rest of it approxi-one one-hundredths miles of the second track to be contracted for hereafter.

Flat iron bars on wooden rails will be placed on the inclined planes, but on the rest of the road edge rails will be used. These rails will rest in iron chairs, on wooden sills and cross ties, over high embankments, and on stone blocks where the ground is solid. Each stone

block measures about 3½ cubic feet.

If the rails reach Philadelphia in time to be conveyed to Huntingdon before the closing of the canal, a single track of the road can be finished for public use in July next. And the second track may be laid, and all the work completed, early in the summer of 1834.

It is now ascertained by estimates founded on experience that the whole road, including road-bed formation, double tracks with sidings and turnouts, steam engines, with ropes, &c. at the planes, and all other things necessary to render it fit for public use, will cost \$1,495,-789 50.

When the estimate was made last year, was contemplated to use rails weighing 28 pounds to the yard, but since then the size of the rails has been increased to thirty-nine and tion is in Henderson's meadow. one half pounds to the yard, because in England experience has demonstrated that a lighter rail is insufficient for locomotive engines and a heavy trade-much of the other work has also been proportionally strengthened; hence the estimate of the present year for road tracks exceeds that of the last year.

All the work that has been done, and is now doing, is of the most substantial character, except the wooden sills on high embankments, for which stone blocks will be substituted at some future period.

The progress which has been made in the Philadelphia and Columbia railroad is thus de scribed :

A single track, with sidings, has been finished (except the viaduct over the river Schuylkill,) Philadelphia to the junction with the Westchester railroad. It was first used on the 20th of September, and on the 18th of October ly estimates during the progress of the work the road was so far completed as to be partially pro rata of the amount necessary to complete that next of the road opened for public use, from which time to the first of November, inst. 1832, passengers have been carried along it in stages.

The second track of 22 miles is in rapid prorails and stone blocks, and the north track will be partly stone sills and partly wooden rails,

The road-bed, formation, and mechanical have been ready for the rails for nearly two is \$5,003 18.

years; and the work on the other forty miles is With a view to the completion of a line beished jobs of any consequence, to prevent a continuous track of rails from being laid along the whole road.

The viaduct over the river Schuylkill has not progressed as fast as was expected; but stantial structure, one thousand and eight feet about 3,100 tons of iron, and it will cost 70 dollong, supported by six piers and two abutlars a ton delivered on the mountain.

The superstructure is to have four distinct trusses, admitting of three distinct passages, one in the middle with a clear width of four feet for foot passengers, and one on each side with a clear width of eighteen feet forty-one feet

tion of one of the piers is sunk thirty feet below, and the superstructure will be thirty-three feet above, top water in the river; one foot be-low water line the thickness of the pers is nineteen feet six and one quarter inches, and their length, exclusive of the angular head, is fifty-nine feet three and one half inches.

Hopes are entertained that the viaduct may be rendered passable by July, and finished by

September, 1833.
The viaduct across Valley creek, two miles east of Downingtown, has four spans, and is five hundred and eighty-nine feet long; the piers are fifty-eight feet high: it may be finished by the

first of July next.

The viaductover West Brandywine at Coatesville will be eight hundred and fifty feet long, with six spans. The piers will be seventythree feet high, and with the abutments will contain fourteen thousand perches of masonry. This work has been thrice let, and will probably be the last job on the road formation in being completed. With proper exertions on the part of the contractors, it may be finished by November, 1833.

The deep cut through the gap in the Mine Ridge, at Henderson's, is the last heavy unfinished job. The cut is at one place thirty-seven feet deep; the most difficult part of the excava-The soil is removal of which the adjacent slopes cave in; the whole extent of this difficulty is about two hundred and thirty yards in the line of the road. A part of this section has been twice re-let, and is divided into jobs to hasten its completion. Expectations are entertained that it will be prepared for the rails by the first of May next.

In conformity with a resolution of the Legis-

lature, dated the twenty-fourth of April, 1832, the sum of sixty thousand dollars of the sum appropriated to the Columbia and Philadelphia Railroad has been set apart for the purpose of assisting the city of Lancaster to construct a railroad between the little and big Conestoga bridges, so as to pass through the business

parts of the city.

By a subsequent resolution of the Legislature passed on the ninth of June last, the canal commissioners are directed to pay of the monththat part of the road.

Major Wilson, the engineer upon the railroad, has estimated the whole work required between the said bridges to cost eighty-seven thousand gress, and may be completed by the first of seven hundred and nineteen dollars and fifty-next January. The south track for the whole seven cents, therefore the superintendant of distance of 22 miles will be formed with edge the division has been directed to pay two-thirds of the monthly estimates, upon the production of legal vouchers by the city of Lancaster, for the payment of her proportion as required by law. The whole amount paid by the superinwork on twenty miles more of the division tendant for work done to the 31st of October,

Valley Creek, and West Brandywine, and the the western termination of the 22 miles to deep cut at Henderson's, will be the only unfin-Columbia upon wooden sills. A single track, with sidings and turn-outs, and under proper regulations for using it, may accommodate the trade until the second track can be laid in a more durable manner with stone blocks and edge rails.

It appears that the average cost of the rail-way superstructure on 22 miles is—for laying a single track of rails, with granite sills and flat iron bars, including the cost of iron, \$11,-118 33 per mile; for laying a single track of rails, with stone blocks and edge rails, including cost of iron, \$10,331 63 per mile; and for

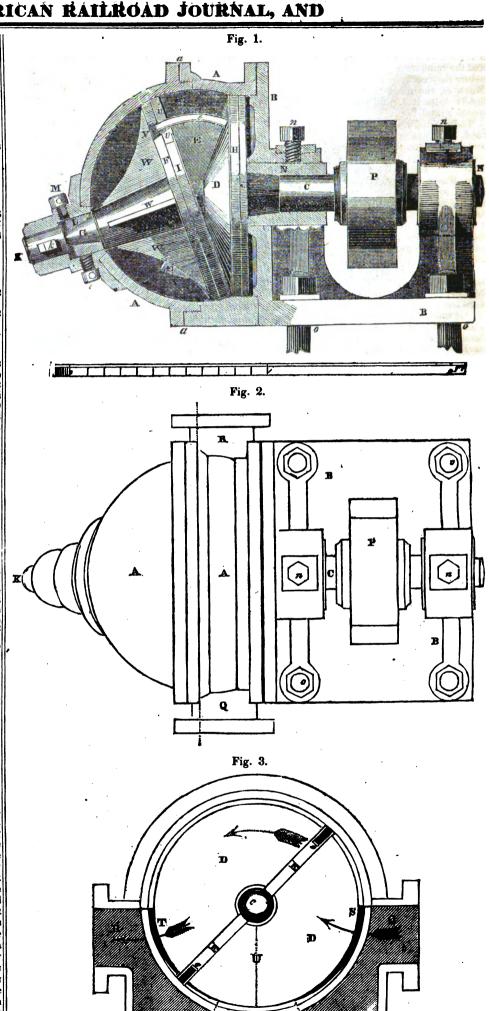
The length of a single track of railway on There will be about nineteen thousand three The following is a Statement of the runus each section, in addition to the length of hundred perches of solid masonry in the piers appropriated to the Columbia and Philadelphia

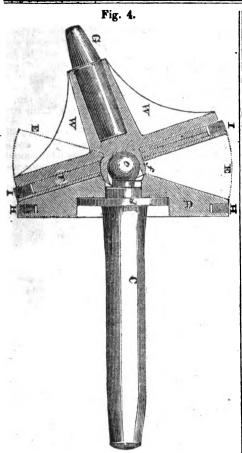


Railroad, and disbursements made, from the 21st
March, 1831:
Amount appropriated by the act of the 21st of March, 1831, \$600,000 00
Dec. 1831.—Pro rated deduc- tions at the treasury, for old
work, &c \$108,324 36
Do. under the act of the 30th of January, 1832, 11,534 06 - 119,858 42
Actual available amount of the
appropriation of 1831, - 480,141 58 Amount appropriated by the act of the 30th of March, 1832, - \$810,000 00
ury, under the act of the 11th
of June last, 51,710 44
Actual available amount of the appropriation of 1832, 758,289 56
Whole available amount of the appropriation of 1831 and '32, 1,238,431 14 Whole amount disbursed in 1831
including superintendence, engineering and contingencies \$210,704 23
Whole amount disbursed in 1832, 764,887 49
Whole amount of disbursements, - 975,591 72
Balance on 31st October, 1832, of the appropriations of 1831 and 1832, 262,839 42
There is due for per centage retained on work done, \$51,015 67
The estimated cost of the work yet to be done, to complete the superintendence upon 22
miles, and the grading of the whole road, - 341,838 13
Amount yet to pay,
Add the sum set apart to the work at Lancaster, 60,000 00
\$190,014 38
The sum of \$190,014 38 is required to complete the grading and bridging of the whole road, and to finish the
railway superstructure upon 22 miles, from Philadelphia westwardly, with double tracks, including the cost of the
engine, &c. at the inclined plane, and all other means useful for transportation.
The estimated cost of laying a single track upon wooden
sills, from the western termination of the 22 miles to Co- lumbia, being 594 miles, including the cost of the engine
at the Columbia plane, sidings, &c. is - \$346,026 41
Add seven per cent. for superintendence, en- gineering and contingencies, 24,221 84
370,248 25
The estimated cost of laying a second track, from the west- ern termination of the 22 miles to Columbia, on stone
blocks and edge rails, including sidings, &c. 633,787 72 Add seven per cent. for superintendence, engi-
neering and contingencies, 44,365 14
Whole amount disbursed upon the road, of appropriations
prior to 1831, 337,863 04
Whole amount of disbursements in 1831-2, - 975,591 72 Per centage due and estimated cost of comple-
ting the work in progress,
Estimated cost of a single track, with wooden rails, to Columbia, 370,248 25
Estimated cost of a second track,
with stone sills and edge rails, 678,152 86
Whole cost of the road as estimated, - \$.\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
Length—811 miles.

[From the London Mechanics' Magazine.]

ERICSSON'S STEAM ENGINE AND WATER MILL.—Perhaps the most interesting problem in mechanical science is, how to simplify the steam engine, so that its bulk and weight, which are at present somewhat enormous, may be reduced within more convenient limits without any corresponding loss of power. Owing to a variety of causes, all well ascertained by long practice, a reciprocating engine cannot be made to work to advantage at more than a moderate rate of speed; it becomes therefore necessary to expose the piston to a great force, (for that force multiplied by the speed constitutes the power,) and, as a necessary consequence, all the parts that have to communicate this great force, as well as the frame work that carries those various moving parts, must be made strong in proportion. Hence it follows as a general rule, that the bulk and weight of any engine of a given power, worked by steam or given force, must depend on the speed of the piston, that is, the speed of that surface which the steam is made to propel. This truth which the steam is made to propel. This truth forms the basis of the construction of the very remarkable engine which we have now to bring under the notice of our readers.





In the patent which Mr. Ericsson has taken out for this invention, he designates it as "an improved engine for communicating power for mechanical purposes;"and this generality was, perhaps, necessary, since, though it promises to be of most importance in connection with steam, it may be worked by any other gaseous or fluid power, as air, water, &c. The specification describes it more particularly as consist-ing of a "circular chamber, in which a cone is made to revolve on a shaft or axis by means of leaves or wings, alternately exposed to the pressure of steam; these wings or leaves being made to work through slits or openings of a circular plane, which revolves obliquely to, and scription of the engine, we are afaid he will not be much the wiser for it; indeed, we never before met with an engine of which it was so difficult to convey, in words, a clear and distinct notion, and which was at the same time so little complex in its construction. We shall, therefore, be obliged to depend more than usual on the assistance of our engraver, to make the following description plain to our readers.

Fig. 1 represents a longitudinal section of the engine, the circular chamber being supposed to be cut through the centre line. AA is a circular chamber made in two parts, joined at a a, and fixed to a frame BB; this frame also supports the axis or main shaft C, to which is fixed the cone D. E E are two wings or leaves fixed to the cone; and e is a metallic segment, fitted into a groove made in the curved edge of the leaf, and pressed towards the chamber by springs in order to prevent the escape of steam. is a circular plane, revolving on a shaft or pivot G, and supported by the main-shaft (as shown in fig. 4.) The oblique position of this circular plane, it will be seen, is so adjusted that its surface shall be parallel to, and in contact with, the side of the cone. H is a metallic ring fitted into a groove round the cone, and diwided into segments, which are pressed towards the chamber by springs, to answer the purpose of packing. I is a metallic ring for the same of packing. I is a metallic ring for the same purpose, fitted round the circular plane. K is

brass guide, kept in its place by a set-screw like found to be ten square inches M is a screw-pin for giving oil to the pivot. N N are conical brasses for the main-shaft to work in, and kept in their places by set-screws o o are screw-bolts for securing the en-frame. P is a pinion or small wheel, for gine frame. P is a pinion or small wheel, for the purpose of communicating the power of the engine to machinery which may require a dif-V is one of the slits or openings, ferent speed. in the obliquely revolving circular plane, through which the leaves work; this slit is of equal length with the leaf, and widening outwards from the surface of the plane, to accommodate the change of the angular position of the leaf, which takes place during each revolution. are metallic rods, kept tight against the leaf by springs, to prevent the escape of steam. WWW are thin flat arms for supporting the circular plane.

Fig. 2 represents the plan or top view of the engine, showing the exterior of the circular chamber, the frame work, main shaft, pinion, &c. (It may be as well here to state, that similar letters are used to denote similar parts in all the figures.) Q is the pipe through which the steam enters the engine, and R the pipe through which it assesses through which it escapes.

Fig. 3 is an end view or crost section of the engine, taken through the dotted line marked in fig. 2. The steam passes from the pipe Q into the circular chamber through an opening S, cut through its side; this opening is of a triangular shape, and made as wide at the top as the circular plane is there distant from the base of the cone, and gradually tapering off downwards. T is the opening through which the steam escapes, and in every respect similar inconstruction. The dotted line U shows where the cone and the circular plane come in cone e are the metallic segments already described.

Fig. 4 is a detached view of the cone in the circular plane, representing a section through their centres. It will only be necessary to ob-

struction of Mr. Ericsson's engine, we shall now proceed to explain the manner in which circular plane, which revolves obliquely to, and it is set to work. Steam being admitted into any deduction to be made on this account from the pipe Q (see fig. 3) it passes through the utility of the engine will be but trifling. As cone." But when the reader has read this depending S into the circular chamber, and being to the packing rings, the pressure on them will there prevented from passing the line U, where the cone and plane come in contact, it presses against the upper leaf, which, together with the cone, then revolves in the direction of the dotted arrow. Now, as soon as the said leaf gets below the top of the opening T, the steam that has been acting escapes through that opening into the pipe R, and thence into the atmosphere or into a condense. phere or into a condenser. The opposite leaf then operates in a similar manner, and so on as long as steam is admitted.

Many as have been the engines contrived for the production of rotary motion, we recollect none in which that result has been obtained by such a perfect harmony of operation among the different parts. Not only the general action of this engine, but the action of every part of it The consequence is that it is wholly is rotary. free from those serious drawbacks which make the attainment of a very quick motion, by means of a reciprocating-engine, a matter of so much practical difficulty. A vast increase of power is obtained, while the bulk and weight of the materials employed for the purpose are reduced beyond all former example. We shall reduced beyond all former example. endeavor to make this clearer by a few calculations.

The engine represented by the drawings (made to 21 inch scale) presents to the action of the steam 12 square inches within the leaf, and is in a vertical position; but that being the a cylindrical brass for the pivot G to work maximum of surface exposed, a mean must be latest wonder of the mechanical world has been against e, regulated by a key k. L is a conical taken, which by the assistance of fluxions will not unweythily occupied.

fraction.

By referring to the scale, it will be seen that the globular chamber of this engine is 13 inches in diameter. An engine of three times the size, that is, with a chamber of 39 inches in diameter, would, therefore, expose 90 square inches to the action of the steam; and the average distance performed by the leaf would be 7.35 feet for each revolution, and if the engine made 180 revolutions in the minute, 1,323 feet would be the distance passed in that time. If, now, steam of 45 lbs. pressure to the square inch were used, 4,050 lbs. would be the constant force in operation, which multiplied by 1,323 shows that 5,358,150 pounds would be raised 1 foot high per minute; and this sum divided by the established number, 33,000, gives for the general result 162 horses' power. Now, if we deduct one quarter for friction, &c. which, considering the harmonious action of the engine, is amply sufficient, the available power will be 120 horses!

That so great a power should be produced by a globular vessel of only three feet three

inches diameter, is a result so extraordinary that the attention is naturally and anxiously drawn towards any probabilities by which it may be defeated. The probability of the action becoming affected by leakages first presses itself on our consideration. On this head it may suffice to observe, that as none of the may suffice to observe, that as none of the packings require any other play than to be moved gradually against their respective surfaces as they wear away, all that is required to ensure tightness will be good workmanship. The next contingency which suggests itself is the ordinary one, of liability to derangement. On this score, however, there is but little to be found for the argin is of so for warts and the feared, for the engine is of so few parts, and the mutual action and reaction of these parts is so simple and natural, that unless wantonly injured or obstructed, it can scarcely go wrong. circular plane, representations their centres. It will only be necessary to observe, that d is a collar on the main shaft, by which the cone is fixed thereto; that c is a socket-ball, working in the socket f of the circular plane; and that the dotted lines E E show the precise shape of the leaves or wings fixed to the cone.

Socket-ball, working in the socket f of the circular plane; and that the dotted lines E E show the precise shape of the leaves or wings fixed to the cone.

Socket-ball, working in the socket f of the circular plane; and that the dotted lines E E show the precise shape of the leaves or wings fixed to the cone. We apprehend that the only real danger to be shafts of a large size, and communicating great power, a velocity of 180 revolutions per minute, to the packing rings, the pressure on them will be but slight; indeed, their centrifugal force will be nearly sufficient to give them always an outword bias; the danger of their heating must therefore be extremely small.

It may not be amiss to observe, that the principle of the engine is such that the steam may be admitted from either side with equal effect. The motion can therefore be reversed, by merely reversing the inlets and outlets of the steam. by means of a common slide valve or fourway cock-a feature of this engine, which, to say nothing of its speed, must render it particularly, applicable to all locomotive purposes.

The branch of steam service, however, in which this engine is likely to be adopted with greatest benefit, is the marine. In steam vessels, lightness, compactness, simplicity, are all properties of the utmost importance; and dou-bly so, when they can be obtained, as in this instance, without any sacrifice whatever of

When water is employed to work this engine, the operation will be precisely the same as in the case of steam; with this exception, that the packing rings may be dispensed with. The exception, however, is of a nature which shows that, as a hydraulic engine it will work even better than as a steam engine; of this, however, more hereafter. At present, we trust we have said enough to satisfy our readers that the great space which we have devoted to this

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AGRICULTURE, &c.

Agricultural Schools and Societies. By Orange COUNTY. To the editor of the New-York Farmer and American Gardener's Magazine.

I have read with intense interest the communications in your last number by B. on the important subject of agricultural schools. The portant subject of agricultural schools. views and positions taken by that writer cannot, in my estimation, fail to meet the approbation of every true American farmer who wishes to advance the happiness and prosperity of his country. The listnessness and apathy that have long hung about our agricultural population, it is happy to observe, are fast clearing away, and they are rapidly awaking to a sense of the important station they can and should hold in this free and enlightened country. It is but neces-sary to rouse the feelings of our yeomanry on this highly interesting subject, to have them enter upon it with the same zeal that characterizes their movements in other respects. Let them cast their eyes around them, and view the rapid strides in the arts, and the magnificent acquisitions that are daily making. Spread before them, as an example, the immense advantages that are daily resulting from the application of steam to locomotion, counceting the most distant corners of the earth. Let them reflect upon the brilliant discoveries of Davy, or the untiring zeal and result of a Linnaus, or Cuvier, and then ask them if, in the face of the thousands of improvements both to elevate the freely and sweetly; and care should be taken mind and render life agreeable, they can content that it do not become soddened with water. themselves to plod on in the old way, "un-knowing and unknown?" If, in a country where they should occupy a proud station, they can content themselves with the possession of the least possible degree of knowledge and information? That when a combination of science and agriculture, of theory and practice, would not be an imaginary but a real and dura-ble benefit to themselves and their posterity, they will willingly sneer at it, condemn it, and jealously guard against any infringements on the opinions and prejudices of their ancestors, merely because they are such? Can an American farmer answer these questions in the affirmative? No, he cannot—he will not. Let tive to the making of beds for all the different then the enlightened agriculturist of this "em-purposes: suffice it to state, that the depth of pire state" set the example. Let the farmers of New-York be the first to step forward and lay the foundation of a great system of instruc-tion, that shall elevate them to their proper rank, enable them to introduce improvements which shall be a benefit to themselves and a source of increased prosperity to their country.

It is hoped and expected that the State Agricultural Society will, at its next session, devise up, the beds must be so contra niberal and efficient plan for a State Agricultual linings as the heat decreases. ral School, when it is earnestly hoped that the agricultural portion of the community will zealously step forward and put it in operation. To point out the advantages individually seems needless, after reading the lucid suggestions of "B." If any one can oppose it or offer any objections to such an institution, it will be a mat-ter of much surprise to me. That it may sucter of much surprise to me. ceed, and that our state and our farmers may have the honor and benefits of successfully introducing it, is the earnest hope of an inhabitant ORANGE COUNTY.

Directions for Forcing and Forwarding Vegetubles. By THOMAS BRIDGEMAN, Seedsman, and Author of the "Young Gardener's Assistant." To the Editor of the New-York Farmer and American Gardener's Magazine.

Ma. EDITOR:—It cannot be expected that the weather in the coming month, February, will be cuitable for gardening operations in general; but it behoves those who may be desirous of pro-ouring a tolerable share of the luxuries of the

use, are more necessary in America than in England; because in the former country, the winter will not suffer to exist in the open air many plants which are wanted to start with the warm sun, and which plants the winter will suffer to exist in the open air in England. The American spring bears no resemblance to that of England, which comes on by degrees from the end of February to the beginning of June; while the American spring cannot be said to be of a fortnight's duration." It must appear evident to those who have duly considered the subject, that although a hot summer sun is beneficial to the maturing of some kind of garden products, it is unpropitious to the cultivation of some of the most valuable sorts of culinary vegetables. It should therefore be the object of those who may wish to become pre-eminent in the art of gardening, to use artificial means in the winter and early part of the spring in order to have such kinds of vegetables early in the season. Perhaps the most important business in the month of February is to collect plenty of heating materials;—in doing this, great care should be taken that the dung be fresh from the horses. Those who may live near extensive If there be strong heat in the bed, slide down stables should engage it before hand, and order it to be kept secure from the weather. Well perature at night should never be under 50, and preparing the dung is of the utmost importance in forcing, and if it be not done before it is made into a bed, it cannot be done after, as it requires turning and managing to cause it to ferment

The next consideration is to select a situation for the beds to be made on, which should be well protected by a close fence or wall, and not in any way connected with any building calculated to harbor rats, mice, moles, &c., which are very apt to take up their abode in warm dung, to the great injury and sometimes destruction of the beds. It is necessary that the foundation of the beds be drily situated, and not liable to be inundated with water from melted snow, &c. frames and sashes should be got ready for the beds to be made in succession from the middle of February to the middle of March. My limits will not allow me to enter into particulars relapurposes: suffice it to state, that the depth of heating materials should be regulated by the season of the year at which the work is com-menced, and also to the purposes for which the hot-bed are intended. Beds made for the purpose of raising half-hardy plants, or for procuring seedling plants late in the spring, may be made in the same manner as a common hot-bed, but where substantial heat is required to be kept up, the beds must be so contrived as to admit of

After the seeds are sown great precaution must be used, lest the plants should be injured by cold cutting winds, or destroyed by heat for want of air. To prevent the former accident, warm dung should be placed around the frames, and the sashes should be covered with mats and boards every night. If full air cannot be admitted in the day time, the sashes must be slidden down to let off the steam, at the same time the mats may be laid over the aperture, to prevent the cold air entering to the plants.

If the bottom heat in the bed be too violent, which is sometimes the case, means must be used to decrease it. This is generally effected by making holes in the bed with a stake sharpened at the end, or with a crow-bar, which holes should be filled up when the heat is sufficiently reduced. In lining but heds if the ficiently reduced. In lining hot-beds, if the heat is reduced in the body of the beds, holes may be carefully made to admit heat from the fresh linings, so as to enliven the heat of the bed.

y observes, that "Hot-beds, as things of real | the various kinds of plants, which will be shown in the different articles as we proceed.

> FORCING ASPARAGUS IN HOT-BEDS-ASPARAgus may be procured at an early season with comparatively little risk. A bed may be pre-pared in a deep hot-bed frame with well prepared dung, or a mixture of dung and leaves; the depth of heating materials may be about two feet, and a foot of old hot-bed dung, tan, or any light compost that will admit of the heat passing through it, should be laid on. Provide plants from two to four, or even six years old, trim their roots and place them in rows on the beds; when one row is laid, strew a little mould among the roots, then proceed in the same way with one row after another, keeping them on a level, as the surface of the bed at first lay, till you have finished planting them; then lay among the buds and roots some fine vegetable or other rich mould, working it in amongst them with your fingers, and cover the beds over about one inch thick, and above that lay three inches in depth of vegetable mould not very rotten, old tan, or any other light compost that will admit the water to run quickly through. it may rise to 65 without injury; as the buds begin to appear, as much air must be daily admitted as the weather will permit. In two or three days after the buds are planted, the heat will begin to rise; the beds should then have a moderate supply of water applied from a watering pot, with the rose on; repeat such waterings every three or four days. By the time the buds have come up three inches above the surface, they are fit to gather for use, as they will then be six or seven inches in length. In gathering them, draw aside a little of the mould, slip down the finger and thumb, twist them off from the crown; this is a better method than to cut them-at least, it is less dangerous to the rising buds, which come up thick in succession. An ordinary sized frame calculated for three sashes will hold from three hundred to five hundred plants, according to the age and size, and will if properly managed yield a dish every day for about three weeks. On the above estimate, if a constant succession of Asparagus be required, it will be necessary to plant a bed every eighteen or twenty days, as it will be about six weeks from the time of planting before it is fit for use. Rhubarb and Sea Kale may be, and sometimes are, forced in the same manner as Asparagus.

FORWARDING BROAD BEARS, OR ENGLISH DWARFS; vicia faba.—As the several varieties of the English Broad Beans cannot be raised in perfection under a hot summer sun, they should be planted as early in the year as possi-Those intended for early crops are generally planted in England from October to April, but, as our winters are more severe, it is seldom that any can-be planted in the open ground here before the middle of March; and some are apt to drive it off until the approach of warm weather, consequently the crops are poor and scanty. To obviate this difficulty, some of the best kinds should be planted in boxes, and placed in a moderate hot-bed in February, or early in March. If the plants thus raised be not nursed too tender, they may be transplanted into the open ground in the latter end of March: this will enable them to produce their fruit early in June. Or, if a heap of manure be spread thick on a piece of ground late in the autumn, it will keep the earth from freezing; and if said manure be removed in February, and a frame placed over, and protected from extreme cold, the seedlings may be raised therein. Those that may not choose to take this trouble! ouring a tolerable share of the luxuries of the garden, to "work while it is called to-day," at hand, at the time of forcing, to be used when for there are many sorts of culinary vegetables which may be forwarded in the winter, that cannot be raised to advantage in extreme warm frames should be warmed to the temperature trodden, or rolled, after the beans are planted. not be raised to advantage in extreme warm frames should be warmed to the temperature trodden, or rolled, after the beans are planted. weather. The celebrated Mr. Cobrett very just of the air, or according to the heat required for it may be necessary here to observe, that these

at full bloom, and the lower pods begin to set, very well, and those that do n the tops may be broken off. If this be done at may make good heads in fall. the proper time, it will greatly promote the swelling of the pods, as well as their early maturity, for having no advancing tops to nourish, the whole effort of the root will go to the support of the fruit.

FORCING KIDNEY BEANS.—The most dwarfish kinds of Kidney Beans may be raised in hotbeds, but they require a substantial heat to ma-ture them. The temperature within the frame should be kept up to 60, and may rise to 70 or 75 degrees, provided the steam is let off. In order to insure sufficient heat to bring them into a bearing state, the plants may be first raised in small pots plunged into a hot bed; or a small bed may be prepared, earthed over with light rich compost six inches deep, and the beans planted therein, and covered one inch. The second hot bed should be earthed over to the depth of eight or nine inches, and the beans transplanted as soon as they are two or three inches high, in cross rows, twelve or fifteen inches apart by three or four inches in the rows, or in clumps a foot apart. When the season is so far advanced that one bed, with the help of linings, will bring the plants well into fruit, the seed may be planted at once to remain for pod-ding; or if the gardener should choose to mature his crop in the open ground, he may raise his plants in boxes or pots in the month of April, and plant them out in a warm border early in May. Beans raised in hot-beds will require considerable attention: cover the glasses every night with mats and boards, admit fresh air every mild day, give occasional gentle waterings, and earth them up carefully as they progress in growth, to strengthen them.

FORWARDING EARLY CABBAGE, AND OTHER PLANTS .- It often happens that cabbage plants raised in the fall perish in the course of the winter, and of those which survive, many will run to seed on the approach of warm weather: it is, therefore, safest to commence raising plants in the spring. Those who may wish to have good strong hardy plants, should secure a piece of ground from the winter frost by a heap of fresh stable dung; or by putting down their frames before the approach of severe weather, and keeping them covered until the latter end of January, or early in February, at which time the seeds may be sown. The plants thus The plants thus raised will be far better than those raised in the fall, as they will not run to seed; and they will be more hardy than those raised in hot-beds. The Gardeners about New-York sow their seed on hot beds, covered with glass sashes, the last week in February or early in March: the plants will be fit to transplant about the middle of April, and should be set out in good ground, etc tarmer should apply his mest profit. from sixteen inches to two feet apart, according to the size and kind. These, by being hoed of ten, will produce good cabbages in June.

Lettuce plants may be raised in the same manner, but they are much hardier if raised in cold beds. Capsicum, Egg Plant, and Tomatoe seeds should be sown in hot-beds the latter end of February, or early in March, to produce early plants for transplanting as the summer approaches.

liflower, should take great care of their plants has endued plants with different habits and through the winter: these should be trans. wants, and provided in different soils the food through the winter: these should be transplanted into good ground in the month of March, and be protected by hand glasses. This would insure their heading before the approach of extreme warm weather, which is very injurious to Cauliflower. The fall plants are generally allowed to succeed best, but good Cauliflowers are sometimes raised from seed sown in a bot-bed towards the end of January, or early in February. When the plants thus raised wants, and provided in different soils the food best suited to those habits and wants respectively. It is analogous to what we see in animals—almost every class of which, as the ox, the dog, the hog, &c. has its peculiar food.—Those who would profit from the works of infinite wisdom, therefore, will do well to study the aptness of their soils for particular crops, and to select those for staple culture which ly in February.

beans will need a careful hoeing when about are three or four inches high, they must be three or four inches high; and if some earth be pricked out three or four inches apart into and congenial to wheat, oats, timothy, peas, &c.; drawn up to their stems, three or four times in other bed, and by the month of April they will light and warm soils to corn, bariey, rye, and the course of their growth, it will greatly refresh be fit to transplant into the open ground. and strengthen them. When they are arrived These plants, if well managed, will succeed very well, and those that do not flower by June

> Having directed the attention of your readers to those articles which are of primary importance, I shall reserve the remainder for my next. I remain, sir, yours, most respectfully, Т. Вилосиям.

Bowery Road, January 21, 1833.

Hints and Suggestions to Farmers. By B To the Editor of the New-York Farmer.

PRELIMINARY.-Now that the bustle of election, and the shouts of the victors, have somewhat subsided; our crops secured, and the bleak winds of December have driven the husbandman from his fields to his fireside; I propose, Mr. Editor, to devote an occasional even-ing to the entertainment, and I would fain hope The to the improvement, of your agricultural rea-o the ders, provided you are disposed to second my efforts by publishing what I may chance to write: For as yet I feel the wish, without being conscious of the ability, either to instruct or entertain them.

My essays shall never be tediously long. They may sometimes be practical, sometimes theoretical, and, perchance, sometimes political; but partaking neither of personal or party politics.

You have now my proposition, sir; and I shall consider you as according to it when you publish these preliminary remarks, and shall proceed without delay to fulfil my task. December 12, 1832.

No. I.

The adapting Crops to the soil and market, are among the first considerations which present themselves to the discreet farmer. The same soil that will produce a profitable crop of one kind, may not repay the labor of cultiva-ting another. The hills and mountains that make the richest pastures, may be illy adapted to the production of grain. And the same farm product that is profitable to the farmer in the vicinity of towns or navigable waters, may be wholly unprofitable in a district remote from them. In newly settled districts, where the opportunities of interchange and marketing are precarious, it becomes in a measure necessary that the farmer should adapt his husbandry to the immediate wants of his family, and produce his own bread, meat and clothing. Like cau-ses often render it necessary that he should also be his own mechanic-as carpenter, shoemaker, &c. Distance, bad roads, and the want of means, leave him no other alternative. But in old settled districts, where the facilities of intercourse and trade are abundant, considerations of economy suggest a wiser course-that the farmer should apply his labors to such ob-

If we look to our fields and woods, we shall see that the natural products vary in different soils; that many trees and plants which spring up spontaneously in clayey grounds, are not to be found in those which are sandy, and vice versa; that some are peculiar to wet and othproaches.

Forwarding Cauliflower.—Those who may wish to secure a good supply of Early Cauliflower, should take great care of their plants.

Heavy and cold grounds are found to be most light and warm soils to corn, bariey, rye, and turnips; moist grounds to potatoes and fibrous rooted grasses; dry grounds to clovers, luzern, turnips and other tap-rooted plants. these crops fail, or are comparatively worthless, on lands habitually wet. Hence it is of the first importance, in order to obtain good tillage crops, or the fine nutritious grasses, upon wet lands, first thoroughly to drain, and, if flat, to ridge them. The farmer who undertakes to raise all kinds of crops upon one kind of soil, misapplies his labor. He had better confine himself to those which make the best return, sell the surplus, and buy with a part of the proceeds that for which his neighbor's soil is better adapted then his own. If his land will yield per acre 25 bushels of wheat, and only 25 of corn, he had better raise more wheat and buy his corn; for his corn costs him double what his wheat crop does, and is, withal, but a little more than half as valuable. If it will not produce good barley, let him forego the culture of that grain, and if his situation is near market, he should raise more grain, vegetables, and fruit, and less stock.

The expense of transporting his surplus produce to market, is an important consideration to the farmer. A bushel of wheat is worth to the grower in Chenango less than to the grower in Albany, by the expense of its transporta-tion to market, which may be two shillings, or twenty-five per cent. A bullock, on the con-trary, may be as profitably fattened by a farmer in Otsego as one in Westchester, the expense of driving him from Otsego to New-York being counterbalanced by the enhanced value of his feed, and of the land which produces it, in Westchester. Upon the banks of the Hudson. a bushel of potatoes is worth from two to four shillings; while their value, for market, in the interior, is scarcely half this; because they will not bear distant transportation, and find a precarious market at home. While, again, the wool, cheese, butter, cattle, horses, hogs and While, again, the sheep, from the hills of Delaware or Lewis, from the cheapness of conveyance or transportation of these articles, and the relative cheapness of lands, are able to compete successfully in the market, with like products from the coun-

ties of Dutchess and Orange.

From this view of the subject it would seem to result, as a general rule, that farmers contiguous to markets or navigable waters will best consult their interests, by confining their labors so far as regards their marketable products to tillage crops, hay and fruits; and that it would comport with the policy of those more remote, to rely upon cattle and sheep husbandry as the main source of wealth. These sugges-tions derive force from the wise provisions of Providence, in adapting the vallies to grain, and the hills and mountains to the subsistence of flocks and herds.

LEVEL ROADS.—Agricultural writers say that a road perfectly level is not always the best for the horses. Slight and short alternations of rising and falling in the road are serviceable to the horses, provided the drivers are skilful. By these variations the lungs and muscles of the horses are relieved. This is explained on the principle that constant exercise of any of the Consequently, on a road perfectly level, the same set of muscles are unremittedly exercised; but if there are some descents and ascents, these are either entirely or partially relieved and others brought into action.

PROGRESS OF AGRICULTURE IN GREAT BRI-TAIN.—Only a few centuries ago most of the lands of Great Britain lay in an uninclosed state, and a very considerable portion in commons. Now there is afforded a striking and pleasing contrast. What may we not expect even in the United States, in the course of fifty

METEOROLOGICAL RECORD, FOR THE WEEK ENDING MONDAY, JANUARY 28, 1833. [Communicated for the American Railroad Journal.]

Date	e.	Hours.	Barome- ter.	Thermo- meter.	Winds.	Strength of wond.	Clouds from what direction.	Weather and Remarks.
January	22	6 a. m.	29.85	34	WNW	light		rainy and foggy
J		10	.89	37	NE I	· · ·		foggy*
	i	2 p. m.	.93	38				
	Į.	6 2	.94	39				fair—cloudy and mist
	- 1	10	.97	38	calm			cloudy
44	23	6 a. m.	30.03	37	NE			
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•	į	10	.03	40	l l		· '	
4	24	6 a. m.	.00	36		moderate		
		10	29.90	39	E			rainy
		2 p. m.	.82 ′	40	NE.		Ĭ	l '
		6 P. III.	.67	38		fresh	1	l
	- 1	10	.59	- 38	иbyw		Į.	l ·
16	25	6 a. m.	.26	36	w		l	—snow
	•	10	.25	37		moderate	1	aleet
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	- 1	6 P. III.	.38	37		·	1	rain
	1	10	.41	37		fresh	1	fair-gale towards morning†
4	26	6 a. m.	.74	28	wsw	strong	wsw	,
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		10				ł	(8W)	
	1	2 p. m.	.91	32	w		1 1-5	bank of clouds at sw
		~ p	1	1			1 (w)	
		6	.98	32	wbys	fresh	`sw '	—cirrus haze—cloudy
	į	10	30.05	31	" ., "	moderate		cloudy
4	27	6 a. m.	.20	30	1		wsw	· · ·
	201	10	.19	32	w by a-ssw	light	wsw-brisk	—light fleecy haze
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		10	Öi	33		l	1	1
u	28	6 a. m.	29.94	33	WEW	fresh	w	cloudy-fair
-	ω	10	30.02	33 33 36	w by s to nw		NW	fair-thick scuds from NW
		2 p. m.	.08	37	NW	l	WNW	
		6 p. m.	.19	31	1	1	1	1
		10	.25	26	::	moderate	1	1

* Weather clear in the northern part of Litchfield coun^{ty}, Ct.—wind southerly. Became cloudy at 3 p. m. at Farm 11 p. m. thick and hazy at Now-Haven at 11 p. m. Became fair before morning. ington, Ct.

FOREIGN INTELLIGENCE.

From the Baltimore American'.]

[From the Baltimore American.]

I.ATEST FROM THE PACIFIC.—The U. S. schooner Dolphin, Lieut. Commandant Long, sailed from Valparaiso for this, about the 1st inst. to touch at the intermediate ports. The U. S. sloop of war Falmonth, Capt. Gregory, sailed hence for Guayaquil, on the lith inst., in consequence of advices that the troops had revolted near Quito, assassinated their officers, and were expected to march to Guayaquil, which which it was feared they would sack! So that it is probable another mushroon "Republic" has been numbered among those things that were, but are now "no more forever." The Falmouth will touch at the intermediate ports on her return, and is expected to reach here by the middle of November.

The ship Ulysses is probably at this time in Valparaiso, direct from Guayaquil, and will leave the coast for home about the time the Lady Adams does; the Pagoda is still on the coast; the schooner Dash on her way hence for Valparaiso, and the brig Anawan, I believe; is sealing.

P. S.—35th, afternoon, intelligence has just been received, per mail, from Guayaquil, that the insurgent troops were near the city, and expected soon to enter it. The Baltimore ship Ulysses, se well as all other vessels in nort, were embaranced, and forefers

mail, from Guayaquii, that the insurgent troops were near it city, and expected soon to enter it. The Baltimore ship Ulyama as well as all other vessels in port, were embargoed, and foreig ers were moving their families and effects on board. It thought by many, however, that the city will be able to defe-itself

LATER FROM EUROPE BY THE FLORIDA .del has fallen! On the evening of Sunday the 23d ult., it capitulated, and the garrison marched from amidst its ruins on the following day to the glacie, and laid down their arms. How ineffectual and hopeless lenger defeace would have been, may be judged from the annexed account of the condition of the works. The picture of old Chassé scated in a wault, perhaps on a pile of shot, and signing, peradventure on a dismounted gun, the articles of capitulation, is one that his countrymen need not blush at. He has done all that man could do.

The deplorable condition in which Major de la Fontaine found the citadel, beggars all description.
Not a house was left which could shelter the garrison; their ammunition or provisions were either destroyed, burnt, or blown up, and only sufficient food was left for one day's rations. The casemates or vaulted passages, were all knocked down; and Chassé himself was seated in a vault at a table, with every thing around him destroyed by the bombs. The garrison bore their misfortunes with great bravery and devotedness, and until Friday night not a murmur escaped thair lips. On that night a deputation of the garrison waited on Chaseé, and urged him to make a desperate sortie; and either to succeed in spiking the guns of the besiegers, or fall in the attempt. In few forts for a territory advantageously situated—
They complained that the fire of the enemy prevent. In the war establishment till our political affairs are settled.

If the Government should have to repel any agpreferred risking their lives on the field of battle, to albe as ever. If negotiations should be less protract.

being murdered by bombs coming from an enemy out of their sight, and against whom they could take no sure aim. Chassé felt the force of this remonstrance—termed a mutiny by the French and Belgians—and from that moment he seriously thought of a capitulation. To attempt a sertie ke knew was worse than madness-to continue to depend on the citadel in its dilapidated state was impossible having proved to the world the bravery of his men and satisfied the honor of his country, he considered it no degradation to succumb to superior force.

The first interview the French parlementary had with Chaseé, he was introduced with his eyes cover. The veteran, the instant he saw him, ordered bandage to be removed. "We have no more the bandage to be removed. "We have no more secrete," said he, "admire the glorious works of your bombs—tell Marshal Gerard the exact situation of the Citadel.

On the other hand the French attack has bee obviously conducted with consummate skill, and the object been effected with what-notwithstanding the lamentations of the cockney letter writers for the London press about the inglorious preference of showering bombs and springing mines to "gallantly mounting the breach."-must be deemed a praise. worthy regard for human life.

We do not perceive that the surrendor of the cit. adel-even though that of the Forts Lille and Lief. kenshock, below the city, and which command the navigation of the Scheldt, be included therein,-will advance the settlement of the question between Holland and Belgium. That must still be a subject of protocols, and possibly, when the Spring opens, and the season is more favorable for the movement of armies, of general war.

On this head, the following extracts from two Paris opposition papers, show how much yet remains to be done.

" As for the political results of the capitulation "As for the political results of the calready judged, the matter is already judged, the raign of protocols. The We are to return to the reign of protocols. The Scheldt is not free, and the King of Holland has no-thing to fear for his territory, which is protected by the vete of Europe. The taking of the Citadel will not aborten the negotiations—that event leaves the question in the same state. William will exchange

ed, it will be in consequence of the late dispesition of Prussia, which has sacrificed a political to a commercial interest. In the theme pre Cabinet of Berlin, and adopted by Holland, there are the means of an arrangement which M. de Talleyrand is too adroit to neglect. All must bene forth depend upon the consent of William. the merchants of Amsterdam allow him to subscribe to the prosperity of Antwerp? We hope so, for we should have peace; but men do not usually act against their own interests. If Holland submits, it will be because she has no longer any means of resistance.

The Courrier Français contains the fellowing remarks :-

"Chassé has surrendered the Citadel, the Tête de Flandre, and the forts dependent on it-that is to say, those of Lacoste, of Burghout, and of Saint Hilaire, or Isabelle. This is a great deal for the security of the town of Antwerp; it is nothing for the liberty of the Scheldt. The forte of Lillo and of Liefkenshoek, not being under the command of General Chaseé, cannot be comprehended in the capitulation. Whilst they remain in the possession of the Dutch the navigation of the Scheldt will be at the mercy of the latter. Are the forts to be at-tacked, or is the army to return to France immediately? As it is in the nature of the Dutch and Belgian question to give rise to a new difficulty as soon as one has been removed, the question of the reciprocal evacuation of the territories presents itself Whilst the Dutch to view at the present moment. Whilst the Dutch remain masters of the forts on the Scheldt, is the Convention of London executed? or is there reason for yielding the portion of Limburg and Lux-emburg which is to be conceded to Holland? Will Prussia, as the Gazette of Augsburgh asserts, demand for herself and the German Confederation the possession of those territories as a guarantee for Holland? Now that the cannon has done its office, diplomacy will no doubt resume its influence and will undertake to decide the question of the navigation of the Scheldt. It will soon be seen whether the taking of the Citadel has rendered the task more easy—whether William, frustrated of his hopes, dejected by the failure he has sustained, will be more tractable; or whether, in his wounded pride, he will assume more obstinacy in his pretensions, in order that it may be fully evident that hostilities have not advanced the affair, and in order that there may be grounds for saying to the French Govern-ment, 'What benefit have you derived from the blood which has been shed?

The free navigation of the Scheldt-the apportionment of the public debt—the use by Belgium of the interior waters of Helland—the partition of Limburg and Luxemburg—all these points are as much unsettled, however strictly laid down and decreed by the London protocols—as though the citedel had never been assailed. What the expectation of Belgium is may be gathered from the annexed paragraphs from a Brussels paper of 26th. An army, as proposed, of 110,000 men, out of a population of about four millions, does not favor the notion of a peaceful issue of the question, and if it be left to the arbitrament of Belgium and Holland alone, King William, we hazard little in saying, will soon again be in his good city of Brussels:

BRUSSELS, Dec. 25 .- Project of a law relative to the amount of the army of 1833:—By the law of Doc. 30, 1831, the army for 1832 was to be 80,000 men on the war establishment, besides the moveable Civil Guard.

A reserve of 30,000 men was decreed on the 4th June last, making the whole effective force 110,000.

This is the amount proposed by the Governmet for 1833, besides the moveable Civic Guard. We cannot propose a reduction at a time when Holland, with half e population, has an army nearly as large as ours, and is making new levies

Our troops are perfectly well organized, trained and discipl-ned, and theiment governand the nation have only to prove the excellent spirit that animates them, and their desire soon to give proofs of their courage and attachment to the cause of their coun-try. The prolonged state of war rendered fresh burdens necessary; but Belgium will make any rifice till we obtain what existing treaties as

it will find in the Chambers and in the nation means ||all sides that the losses of France were already suf-|| to increase our army as much as may be required for ficiently severe in an expedition as vain as it was the maintenance of our independence. The budget groundless. on the new establishment is 73 millions of francs, being 48 millions (or four millions a month) more than on the peace establishment. To prevent the inconveniences of delay, the minister proposes a provisional vote of credit for 18,860,000 france for the first quarter of 1833.—[Brussels papers, Dec. 26.]

Copy of General Chasse's Letter,

CITADEL OF ANTWERP, DEC. 23.
"Mershal—Believing that I have satisfied military honor in the desence of the place, the command of which was entrusted to me, I am desirous of put-ting an end to the further effusion of blood. In conquence, Marshal, I have the honor to inform you that I am disposed to evacuate the citadel with the forces under my command, and to treat with you for the surrender of this place, as well as for that of the Tête de Flandres, and the dependent Forts. To accomplish this end, I propose to you, Marshal, that the firing shall cease on both sides, during the course of this negociation. I have charged two superior officers to deliver this letter to your excellency. They are furnished with the instructions necessary to treat for the aforesaid evacuation. Accept, Marshal, the assurance of my high consideration.
"Baron Chasse."

The crews of the different gunships were all say ed, and the greater part landed at Zandflat. A captain and about 10 men were taken prisoners, and this afternoon brought into Berchem.

The city of Antwerp presents an aspect very different to what it did a few days since. The shops are open again, the gay merchandize is once more at the windows, and rolling into the town with its emigrant inhabitants.

Marshal Gerard, the Dukes of Orleans and Neurs, accompanied by a brilliant staff, paid a visit this morning to the prisoner Chassé, in his hovel, in the vault in the citadel. I think it would have been better taste had Gerard visited his prison with less estentation.

The French have now only a few sentinels in the trenches who strictly prevent all but military men from inspecting the works.

An inventory is now being taken of all the mate-rials in the citadel—under the direction of Generale Hazo and Niegre.

The following is from an Antwerp paper, the Journal du Commerce :—When the news of the ca-pitulation was known, general joy prevailed in Ant-werp. People met and congratulated each other withwerp, reopie met and congratuated each other with-out distinction of rank or party. The Dutch saved mething from the citadel or its neighborhood. Early in the evening the gus boat No. 8, which it is said has on board things of value, as well as important decuments was obliged to surrender to the French garrison at Fort Philippe.

Towards 9 o'clock the Dutch set fire to 6 other

gunboats moored under the Citadel; they all became prey to the fiames; 5 others were also sunk by sem during the night; the steamer Chassé was also

blown up.

The Citadel offers a picture of extreme desolation —no building remains entire—all are totally destroy-ed or crippled by the projectiles of the besingers not a foot of ground but what is ploughed up by the balls and shells. One important building was destroyed, with all its content. It would appear that this loss determined the besieged to capitulate. It is clear they held out to the last extremity.

Gon. Chassé and his garrison are still in the Cita del, the approaches to which are forbidden to the curious by the French, who are in possession of the ts mentioned in the capitulation.

Marshal Gerard and the two Princes are in the

town since the morning.

The inhabitants are returning in crowds. On very side the water destined to arrest the flames, in case of a bombardment, is thrown from the garret windows; the apertures to the cellars are being unpovered; in short, the town has acquired an activity

to which it has lately been unaccustomed.

The Regency will meet this evening, to frame an address to the King, expressive of their wishes that the ramparts of the citedel on the side of the city may be demolished.

e are impatient to know the answer of William; for, in case of refusel, the result of the stipulations have arrived from Lisbon, which left on the 21st is, that the garrison of the citadel shall be sent pri-

LONDON, Dec. 27—(Evening.)—The accounts from Antwerp contain some highly interesting details of the terms of the capitulation, and of the

The garrison marched out to the quay of the Citadel on Monday afternoon, under the command of General Favange (Chassé himself being unable to move, from an attack of rheumatism,) and laid down their arms according to the terms agreed on They were then escorted back to their quarters where they will remain until the answer to the com-munication made to the Hague is received. If the King of Holland should refuse to surrender the other forts on the Scheldt, (of which the fullest ex-pectation is entertained at Antwerp.) these gallant men are to be subjected to the treatment of prisoners of war, and confined at Menin and Ypres.
But the conduct of the French and Belgians with

regard to the gun-boats stationed between the cita-del and the Tete de Flandres deserves to be desig-nated as atrocious. The gun-boats were in no de-gree dependent upon the citadel, nor were they under the orders of Gon. Chasse; their Commander, Capt. Koopman, acted under instructions direct from his Sovereign. They were not, therefore, included in the capitulation of the Citadel, and actually kept from it. Nevertheless, in defiance of this distinct understanding, and in violation of Belgie neutrality when Capt. Koopman, on the cessation of hostili ties, thought proper to drop down the river with his little fleet, the Belgians, from some of the works on the banks, with the assistance of French artiflery men, opened a heavy fire upon the gun-boats, and their gallant Commander, finding that it was next to impossible to effect a passage by the opposing batteries, blew up and sunk his vessels (with the exception of one which escaped,) rather than allow them to fall into the hands of aither Evench or Relgions, by whom they might either French or Belgians, by whom they might have been subsequently used egainst Forts Lillo and Liefkenshock. This spirited conduct of the Dutch Commander provoked the disappointed feelings of the Belgians, who were base enough to pelt and boot at him and his gallant comrades as they passed through the streets as prisoners of war. No doubt many of these valiant assailants of disarm. ed prisoners were the same pitiful scoundrels who threw down their arms and ran away when armed Dutchmen appeared before them. No wonder the French should put their feet on the necks of such wretches. The people who are capable of such conduct are surely unworthy to be raised to the station of an independent nation.

King Leopold, whe arrived at Antwerp a short time after this disgraceful scene, was received with

coolness by his ignoble people.

The French papers of Tuesday contain no articles of importance beyond those relating to the fall

of the Citadel of Antwerp.

The Funds did not advance materially on Tue day; notwithstanding the Antwerp news and the pacific character of the intelligence from Prussia, the effect which would have been produced being semewhat checked by the accounts from Vienna mentioning the intention of the Austrian Govern ment to raise 32,000 men to complete the Hunga. rian regiments.

According to the London Globe of 25th ult. the majority of the reformers elected in England alone will be 257, which those elected from Scotland will, it is estimated, swell to 300.

Mr. Hume had been elected for Middlesex.

Sir John Dalrymple has been returned for the County of Edinburgh. This, says the Globe, is by far the greatest victory the Reformers of Scotland have obtained. The Dundasce have at last been beaten, although the Duke of Buccleuch was at their head. They had been masters of the representation of the County for above sixty years-quite long enough for one family.

London, Dec. 27, 2 o'clock.—A vessel is said to

The following items were, among others, in type, before the preceding intelligence was received. but are nevertheless of interest :

The elections in England, according to the Courier and Enquirer, have mainly resulted in favor of occurrences which took place up to one e'clock on the Grey ministry. We copy from that paper the Tuesday afternoon. following paragraphs on the subject:

A London ministerial paper thus estimates the complexion of the new House of Commons:

Reformers 255 Conservatives Radicals

At Birmingham, Mr. Thomas Attweed and Jo shua Scholefield have been elected. There were five candidates, and Cobbett was the lowest on the poll. He is, however, returned, with another radi-cal, for the new borough of Oldham. At Mauches-ter, Mark Phillipps, Eq., and the Hon. C. Poulett Thomson, President of the Board of Trade, have been elected. At Preston, Hunt has been beaten he struck his colors and left the place before the election closed; the Stanley family appear to have regained their influence there, the Hon. H. Stanley regates their innuence there, the rion. H. Stanley being one of the members returned. Newark has again returned a nominee of the Duke of Newcastle; and Sergeant Wilde has been again defeated in that place. Southampton, Bristol, Norwich, Hertford and Liverpool have elected Tory members; the vote at the last mentioned place w.—Ewart, 4858; Lord Stander 4154. The plant of the rion of the ri Sandon, 4154; Thorneley, 4013; Sir Howard Doug-las, 3192; the two former are conservatives. Their opponents access them of bribery and threaten to contest the return.

In many places, serious riots took place whilst the elections were pending. At Sheffield, five men were shot by the military. At Walsall, near Birmingham, the military were called in, but did not act.

Mr. O'Connell and Mr. E. S. Ruthven have been elected by the City of Dublin. Cloumel, Cashel and and Trales have all returned "Repealers." From the latter place Maurice O'Connell is returned.

A popular election at Edinburgh is entirely a no-

vel spectacle. There Mr. Jeffrey and Mr. Abercromby are the successful candidates.

The Courier is in error as to the character of the Liverpool representatives. Mr. Ewart is a stanch Reformer, and Lord Sandon also voted for the Reform Bill, though not for the resolutions of Lord Ebrington, which, it may be remembered, were those which, by declaring the continued confidence of the House of Commons in the Grew Ministry after they had tendered their resignations, reinstated them in power. Mr. Thornly, it should also be stated, is a Reformer. He was opposed, we observe in the Liverpool pepers, on account of his connection with the

King Leopold had resumed his old ministry. Nothing new from Portugal.

The declaration of Prussia indicates the decision of that Court to confine hostilities to the capture of the citadel.

DECLARATION OF PRUSSIA. MADE TO THE GERMAN DIET THE SIXTH OF DECEMBER

It is known to the Most Serene Diet that Great Britain and France have projected coercive measures against Holland, in order to put into execution the Twenty-four articles of the treaty of London, dated 12th Nov. 1831, in conformity to the modifications which have been made by ulterior negociations.

Although these coercive measures, according to the terms of a convention concluded between the two said powers, are limited to the capture of the citadel of Antwerp, it is impossible, in case of resistance on the part of Holland, to conceive such a state of things without war, and to look upon this war between Holland and the two Powers as, in the course of events, without extreme danger to the general peace of Europe.

Austria, Prussia, and Russia have not failed soners to France; on the contrary, if he accepts they will be conducted to the frontiers, with all the honors of war.

Pant, Dec. 25.—The capitalation of Gen. Chassed has excited much satisfaction here, it being felt on In other securities nothing doing.

In other securities as high this morning as the totake steps to oppose those measures or contrary at the straint against an independent State like Holland, at the same time that those three powers have refused to take part in or to approve of them.

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their own position, and their relations with Belgium, think they have motives to persevere in their resolutions when once taken, the undersigned Representative of Prussia, as a consequence of the confidential communication made some time since to the Federal Legations has been authorized to be caused to be entered in the Protocol of the Diet that orders have been given by the King his master, that the 7th corps armee, which until now has been stationed in Westphalia, shall pass the Rhine, and take po-sition betweeen Aix-la-Chapelle and Gueldres, in order to cover the frontiers on the right bank of the Meuse, opposite to Belgium and Holland; and at the same time that the 8th corps stationed on the Rhine shall serve as a corps de re-

ed on the Khine shall serve as a corps de re-serve in support of this force.

Information of the meaning of this measure of precaution has already been given to Great Britain and France by Prussia, to the effect that the Meuse shall not be passed, or the right bank of that river compromised in any way what-ever, by the French, Dutch, or Belgian troops who may be at war on the subject of the citadel of Antwory.

By virtue of superior orders the undersigned communi-cates the preceding for the information of the Diet.

the preceding for the information of the Diet. NAGLER

(Signed)
Frankfort, December 6, 1832.

THE HAGUE, Dec. 18 .- We have received the melancholy intelligence of the taking of Fort St. Laurent, by the French, after a brave defence of 15 days. While we regret this misfortune, we are bappy to record a considerable advantage gained by our fleet in the Scheldt on the 13th. It silenced the batteries of Kruysschaus (Fort Croix), after a heavy fire from both sides. Seven gun-boats have entered the breach in the dike at Lillo, to hinder the enemy from making themselves masters of the bat-tery of Frederick Hendrick.

In the Second Chamber of the States General

the Minister for Foreign Affairs communicated the continuation of the negotiations at London and Paris. Our Government had declared itself ready to accept the treaty proposed by Prussia with the modifications indicated, but that Lord Grey said the consideration of the treaty would only cause de-lay, and the citadel of Antwerp must be evacuated before any further negotiations could take place. A

before any further negotiations could take place. A similar answer was given at Paris.

The Minister declared that the Netherlands desired peace as much as the other Powers, but such a peace as was consistent with its honor and interests. If we cannot obtain it, we follow the glorious example of our ancestors, by defending our rights, freedom, and independence, and trust to the aid of Providence in the defence of our just cause. The Minister concluded by declaring that the Government was always ready to resume the negotiations in such a manner as became an independent state.

sume the negotiations in such a manner as became an independent state.

The President replied that the Chamber received the communication with respect, and requested him to assure His Majesty of the seatments of the Chamber.

"AMSTERDAM, December 18.

"Accounts from Lillo of the 16th say, that on the 15th four merchantmen came down the river, but were ordered by the fleet to put back. The captain of one of them gave a melancholy account of the state of Antwerp. On the same day, the two eldest sons of the Prince of Orange had visited Lillo, accompanied by Gen. Constant, Col. Lucas, and another staff officer: the eldest was in uniform of a Colonel of Infantry, and the youngest in Naval uniform.

Revenue Dec. 18.—Vesterday the Deputies from

BRUSSELS, Dec. 18.—Yesterday the Deputies from the Chamber of Representatives with the Address had the honor of being received by his Mejesty.— The Belgic Monarch, on his throne, gave the following answer to his loving Deputies :-"Gentlemen,--I regret that circumstances which

are known to you have placed it out of my power to receive earlier the expression of the sentiments of the Chamber of Representatives.

Time will, I hope, prove that in the negotiations to which we owe the important events which are passing, the true interest of the country have not ceased to be defended with zeal and firmness.

The Chamber may rely en my resolution to insure to the people, whose lot it is to be separated from ours, the guarantees which the treaty of the 15th of November has stipulated in favor of persons and pro-

perty.
"Never, Gentlemen, has the union of the citizens, never has harmony between the powers of the State. beer so necessary as at the present moment. My Government must find strength to surmount those obstacles which it is still destined to meet in its road. Such is the object which the interest of the country assigns to them."

However, as Great Britain and France, in |of the French had been more since the 17th, than during the previous 8 or 10 days.

The city is without continental news of interest The latest Paris letters, are of the 20th. The Money Market continued firm; and speculators awaited news of the fall of the citadel of Antwerp, for an advance of stock. Money in Paris was moderately abundant.

The stock market tends upwards. The specula tors are sanguine of a continued improvement. The great Jew capitalists, hewever, appear not to be prominent in the speculative fransactions, and the manied interest out of the stock market are the principal

HOME AFFAIRS.

From the Vandalia Whig, Jan. 2.] The following talk was sent us by a gentleman at Rock Island, with a request that it might be inserted in the Whig. The accompanying lotter states, that it was brought by a runner from Ke-okuck's camp on Racoon River, and is given as nearly as possible in the words of the chief himself. Its object seems to be to correct the stories of the village criers (editors) in Illineis. We are not informed to which of them the chief of the Sac nation refers; nor are we aware that stories have been told by any of them implicating the peaceful dis-position of the remnant of this nation.

Racoon Fork of Desmoines River, Nov. 30, 1832. To the Great Chief of Illinois.—My Father: have been told by a trader that several of your village criers (editors) have been circulating bad news, informing the whites that the Indians are preparing for war, and that we are dissatisfied.

My father, you was present when the tomahawk was buried, and assisted me to place it so deep, that it will never again be raised against your white children of Illinois.

My father, very few of that misguided band that entered Rock River last summer remain; you have humbled them by war, and have made them friendly by your generous conduct to them after they were defeated.

Myself and the greater part of the Sacs and Myself and the greater part or the sacs and Foxes, have firmly held you by the hand; we followed your advice, and did as you told us. My father, I take pity on those of my nation that you forgave, and never mention the disasters of last summer; I wish it to be forgotten.

I do not permit the criers of our village or camps

to proclaim any bad news against the whites, not even the truth. Last fall, an old man, a Fox In-dian, was hunting on an island a short distance helow Rock River for turkeys, to carry to Fort Arm-

strong; he was killed by a white man.

My father, we passed it over: we have only spoken of it in whispers; our agent has not heard of it. We wish to live in friendship with the whites; if a white man comes to our camp or village, we give him a share of what we have to eat, a lodging if he wants it, and put him on the trail if he has lost it.

My father, advise the criers of your villages to tell the truth, respecting us, and assist in strengthening the chain of friendship, that your children may treat us friendly when they meet us; and be assured that we are friends, and have feelings as well as

My father, this is all I have to say at present.

KE-o-Kuck, Chief of the Sac Nation.

APPOINTMENTS BY THE PRESIDENT,

By and with the advice and consent of the Senate. Elbert Herring, of New York, to be Commission er of Indian Affairs.

Henry L Eileworth and John F. Schermerhorn,

to be Commissioners to treat with Indians and for other purposes.

U S. SENATOR .- We learn from Annapolis, that the Hon. Juseph Kent, formerly Governor of Mary-and, was, on Thursday, elected Senator in Congress by the Legislature, for six years from the 4th of March next, at which time Gen. Smith's term of service

nch is the object which the interest of the country congress—Tuesday, January 22.

In Senate, Mr. Grundy, from the Committee on London, Dkc. 23.—City 2 o'clock.—The latest pri-

literday by the Committee on the Judiciary, entitled, an act further to provide for the collection of the revenue, be taken up on its second reading. Clay's motion to make it the special order of the day

for Monday next, was carried without a division.

Mr. Calhoun then, after some eloquent remarks, submitted the following resolutions, which lie on the table one day, which were ordered to be printed for the use of the Senate.

Resolved, That the people of the several States composing these United States, are united as parties to acconstitutional compact, to which the people of each State acceded as a separate and sovereign community, each binding itself by its own particular ratification; and that the Union, of which the said compact is the bond, is an Union between the States

ratifying the same.

Resolved, That the people of the several States thus pnited by the constitutional compact, in forming that instrument, and in creating a General Govornment to carry into effect the objects for which it was formed, delegated to that Government, for that purpose, certain definite powers, to be exercised jointly, reserving at the same time, each State to itself, the residuary mass of powers to be exercised by its own separate Government; and that whonever the General Government assumes the exercise of powers not delegated by the compact, its acts are unauthorized, void, and of no effect; and that the said Government is not made the final judge of the powers delegated to it, since that would make its discretion, and not the constitution, the measure of its powers, but that, as in all other cases of compact among sovereign parties, without any common judge, each has a right to judge for itself, as well of the infraction, as of the mode and measure of redress.

Resolved, That the assertions, that the people of these United States, taken collectively, as individuals, are now, or ever have been, united on the principle of the social compact, and as such, are now formed into one nation, or people, or that they have ever been so united, in any one stage of their politi-cal existence; that the people of the several States, composing the Union, have not, as members thereof, retained their acversignty; that the allegiance of their citizens has been transferred to the General Government; that they have parted with the right of punishing treason, through their respective State Governments; and that they have not the right of judging in the last resort, as to the extent of powers reserved, and of consequence, of those delegated; are not only without foundation in truth, but are contrary to the most certain and plain historical facts, and the clearest deductions of reason, and that all exercise of power on the part of the General Government, or any of its departments, deriving authority from such erroneous assumptions, must of necessity be unconstutional; must tend directly and inevitably to subvert the sovereignty of the States; to destacy the federal character of the Unica; and to rear on its ruins a consolidated government, without constitutional check, or limitation, and which must necessarily terminate in the loss of liberty steelf.

On motion of Mr. Smith, the Senate then adiourned.

House of Representatives. Mr. Edward Everett, from the Committee on the Library, reported a bill to provide for the publication of the Documentary History of the American Revo-lution; which bill was read twice and committed.

The House then resumed the consideration of the resolutions submitted by Mr. Adsms.

The House then resolved itself into a Committee

of the Whole on the state of the Union, Mr. Wayne in the Chair, and took up the bill to reduce and otherwise alter the duties on imports.

Mr. Reed, of Massachusetts, who had pess of the floor, addressed the committee in opposition to the bill.

After Mr. Reed had concluded, Mr. Appleton rose and addressed the committee in opposition to the bill. After speaking some time, Mr. A. gave way to a motion to rise, which was negatived; tion was subsequently resumed and carried, and the committee roce

Mr. Speight moved that the House should again solve itself into a Committee of the Whole on the state of the Union. He urged the necessity of pro-ceeding with the bill, as the session was so far ad-

Mr. Verplanck expressed the wish of the Committee of ways and Means, that the question now before rected against baction Toledo were nearly ready, and were expected to be opened at day break the on newspapers, made an unfavorable reported yes.

On motion of Mr. Wilkins, the bill reported yes.

Mr. verplance expresses the wish of the committee expresses the wish of the folion now before the committee of the House should be no longar rected against baction Toledo were nearly ready, and particularly on that of abolishing the postage delayed. The ayes of the country were upon the on newspapers, made an unfavorable report thereon.

On motion of Mr. Wilkins, the bill reported yes. details of the bill. He moved that the House do

now adjourn.

Mr. Burges said, anxious as the nation was for a decision upon the question he hoped that every gentleman would be afforded an opportunity of being heard on the subject. He for one hoped to be heard upon it; and he hoped they were not to be urged on to a precipitate decision upon the question to-morrow, which might prevent himself, as well as others delivering their sentiments to the House.

Mr. Wilde expressed his anxiety, that a speedy decision should be come to on this important subject. He, as well as the gentleman from R. Island, wished to be heard upon it. If the member from Massachusetts would yield the floor, and the House consent to go into committee, he (Mr. W) would, late as it

was, go into the subject,
Mr. Polk expressed his earnest wish that this subject should not be delayed; the eyes of the nation were upon them; if they did not act upon this mea-sure at once, they would be prevented from doing so at all, at the present session. He was not anxious to precipitate this bill; he wished gentlemen to have an oppertunity of stating their objections to any or all of its details, and offer such amendments as they thought proper. But it must be evident that a pro-tracted debate, of the general nature of that now carrying on, would defeat the bill. He hoped the committee would come to a determination to sit tomorrow, until they had arrived at some decision upon the hill.

Mr. Everett said, he had not made his motion for the rising of the committee, with any view of de laying the proceedings of the House upon the bill then before it. But his colleague was making a most important speech, and showing, by a statistical statement, that the bill brought down the reve cal statement, that the bill brought down the revenue to an amount less than was generally supposed, by a million of dollars. Such was the state of the flouse, that although he was sitting within three feet of him, he could not hear the words as they dropped from his mouth, so as to form connected sentences. When the interests of one of the greatest cities in the Union were discussed, and the statements could not be heard a yard from the speaker, he thought it was proper to drop the discussion for the time. The House was not then in a fit temper for a prolonged discussion, and it was important that the question should be gone into with calmness and attention. A gentleman (Mr. Polk) had made a speech yesterday—a powerful and an important such as, to use his own words, made gentlemen flutter; and the speeches of other gentle men, which required calm and deliberate replies. Such a time as that he did not think proper to go into a consideration of a question of the deepest in-

Mr. Carson rose, and after a few remarks, moved that the House do now adjourn.

Adjourned at half past four.
In Senate—Wednesday, Jan. 23.

The resolutions offered yesterday by Mr. Calhoun, were then taken up for consideration. The resolutions having been read, Mr. Mangum moved to postpone their further consideration till Monday. Mr. Mangum withdrew his motion.

Mr. Grundy then moved the following as a sub

stitute for the original resolutions :

Resolved, That by the Constitution of the United States certain powers are delegated to the General Government, and those not delegated ner prohibited to the States, are reserved to the States respectively, or to the People.

2. Resolved, That one of the powers expressly granted by the Constitution to the General Government, and prohibited to the States, is that of laving

duties on imports.

3. Resolved, That the power to lay imposts is by the Constitution wholly transferred from the State authorities to the General Government, without any

reservation of power or right on the part of the State.
4. Resolved, That the Tariff Laws of 1828, and 1832, are exercises of the constitutional power possessed by the Congress of the United States, what. ever various opinions may exist as to their policy and justice.

"5. Resolved, That an attempt on the part of a State to annul an act of Congress passed upon any aubject exclusively confided by the Constitution to Congress, is an encroachment on the rights of the

General Government.

"Resolved, That attempts to obstruct or prevent the execution of the several acts of Congress imposing duties on imports whether by Ordinance Conventions, or Lagislative enactments, are not warranted by the Constitution, and are dangerous to the political institutions of the country.

offered be printed.

Mr. Webster suggested that the motion, to be correct in point of form, should be, to pestpone the whole subject till Monday, and, in the mean time, to print the amendment.

Mr. Mangum then varied his motion to embrace the two objects, and the motion for postponement was then agreed to.

The Senate then resumed the consideration of the bill to distribute, for a limited time, the proceeds of

the public lands.

THE HOUSE OF REPRESENTATIVES SEVERAL PRIVATE hills were reported by the Standing Committees.— The resolutions heretofore offered by Mr. Adams for calling on the President and Secretary of the Treasury for information explanatory of their views relative to the reduction of duties expressed in the message and report; was taken up. Mr. Hoffman addressed the House upon the resolutions until the hour appropriated to morning business had nearly expired, when Mr. Kenuon obtained the floor, but gave way to the order of the day. The House went into Committee of the Whole on the State of the Union, Mr. Wayne in the chair, upon the Tariff bill .-Mr. Appleton resumed his speech against the bill which he concluded after speaking three hours.— Mr. H. Everett then addressed the Committee about two hours against the bill, when he gave way to a motion by Mr. W. B. Sheppard that the Committee rise, which was negatived—ayes 70, noes 77. Mr. E. then proceeded, and after speaking half an hour, concluded his remarks. Mr. Wilde then obtained the floor, and when our paper was made up, he was proceeding in his remarks in favor of the bill.

Thursday, Jan. 24.

The Senate proceedeed to the consideration of the bill to appropriate, for a limited time, the preceeds of the public lands. &c.

After various motions, the bill was reported annended, and the amendments concurred in.

The bill was then ordered to be engrossed, and read a third time.

House of Representatives.

The President communicated the Treaty with Na

ples, duly ratified.

The House resumed the consideration of the Resolutions submitted by Mr. John Quincy Adams, and after a debate thereon, a motion was made by Mr. Clay that the said resolutions do lie on the table; which was decided in the affirmative.

Friday, January 25—In Senate.
Mr. King, from the Committee on Commerce, reported the bill to explain the 8th section of the act to explain and amend the various acts imposing duties on imports, with an amendment.

Mr. Prentiss presented the resolutions passed by

the Legislature of Vermont, in favor of the protective System, Internal Improvements, the Bank, &c., which were laid on the table, and ordered to be printed.

Mr. Hill presented resolutions passed by the Legislature of New Hampshire, of an opposite characteristic and ordered to acter, which were laid on the table and ordered to

Mr. Clayton rose for the purpose of submitting a resolution for the consideration of the Senate. The gentleman from South Cerolina near him (Mr. Calhoun) had on Tuesday offered resolutions declaratory of the powers of the Government and the States. which had been made the order of the day for Monday next. To these resolutions, the gentleman from Tennessee (Mr. Grundy) had proposed amendments, which were printed, and were to be moved again whenever the original resolutions should be considered. These amendments, while they declare the several acts of Congress laying duties on imports to be constitutional, and deny the power of a single state to annul them, or any other constitutional law, tacitly yielded the whole doctrine of nullification, by the implied admission that any unconstitution. al law may be judged of by the State in the last re-sort, and annulled by the same authority. He dis-sented from this 'doctrine—and if he had rightly considered the proposed amendments, it became his duty to place on record his own sentiments and that of the State he in part represented, on this most important subject, affirming the just powers of the Government, and repudiating the whole dectrine contended for and asserted in the resolutions of the gentleman from S. Caroling.— Differing on this subject, as he formerly had in debate here, from the gentleman from Tennessee, he knew no middle ground on which they could meet, no point of conces wion to which he should be willing

Mr. Grundy moved that the resolutions he had | ples of the Constitution, as asserted in the resolution he was about to offer. He then submitted the follow. ing resolution, which was read, laid on the table, and

ordered to be printed for the use of the Senate.

Resolved, That the power to amend the several acts of Congress imposing duties on imports or any other law of the United States, when assumed by a single State, is "incompatible with the existence of the Union, contradicted expressly by the letter of the Constitution, unauthorized by its spirit, inconsistent with every principle on which it was founded, and destructive of the great object for which it was formed;" that the people of these United States are for the purposes enumerated in the Constitution one PEOPLE AND A SINGLE NATION, having delegated full power to their common agents to preserve and defend their national interests for the purpose of attaining the great end of all government, the safety and happiness of the governed; that while the Constitution does provide for the interest and safety of all the States, it does not secure all the rights of independent sovereignty to any; that the allegiance of the people is rightfully due as it has been freely given to the General Government, to the extent of all the sovereign power expressly coded to that Government by the Constitution; that the Supreme Court of the United States is the proper and only tribunal in the last resort for the decision of all cases in law and equity arising under the Constitution, the laws of the United States, and treaties made under their authority; that resistance to the laws founded on the inherent and inslienable right of all men to resist oppression is in its nature revolutionary and extra-constitutional—and that entertaining these views, the Senate of the United States, while willing to concede every thing to any honest difference of opinion which can be yielded consistently with the honor and interest of the nation, will not fail in the faithful discharge of its most solemn duty to support the Executive in the just administration of the Government, and clothe it with all constitutional power necessary to the faithful execution of the laws and the preservation of the Union.

Mr. C. gave notice that, whenever the gentleman from Tennessee should move his resolution, by way of amendment, the above would be moved as a substitute for a part of the proposed amendment.

The joint resolution passed by the House, in rela-tion to the execution of the act for the relief of Invalid Pensioners, was read twice, and referred to the Committee on Pensions.

The bill appropriating, for a limited time, the proceeds of the public lands, &c., was read a third time. After some discussion-

The yeas and unys being ordered, on the passage of the bill, the question was then taken and decided

as follows:
Yeas—Messrs. Bell, Chambers, Clay, Clayton,

Peas—Mesers. Beil, Chambers, Clay, Clayton, Dallas, Dickerson, Dudley, Ewing, Frelinghuysen, Foot, Hendricks, Holanes, Johnston, Knight, Poindextor, Prentiss, Robbins, Ruggles, Seymour, Silzbee, Sprague, Tomlinson, Waggaman, Wilkins—24.

Nays—Mesers. Benton, Black, Brown, Buckner, Celboun, Forsyth, Grundy, Hill, Kane, King, Margum, Miller, Moore, Rives, Robinson, Smith, Tiptor, White Weight, 20

White, Wright—20.
So the bill was passed, and ordered to be sent to the House of Representatives for concurrence.

Mr. Kane moved that when the Senate adjourns, it adjourn to meet on Monday. Which was agreed to.

The Senate then adjourned.

House of Refresentatives.
On motion of Mr. Pierson, it was

Resolved, That the Committee on Commerce be instructed to inquire into the expediency of establishing a port of entry at the city of Troy, on the river Hudson, in the State of New York, and that the memorial of the Corporation of said City here with presented, be referred to the same Committee.

The said resolution was read, and on motion of Mr. Elisha Whittlesey, was laid on the table.

The following Message, in writing, was received from the President of the United States, by Mr.

I transmit herewith for the information of Congress, the report of the officer to whom was entrus-ted the inspection of the works for the improvement of the navigation of the Ohio and Mississippi Rivers.

Andrew Jackson.

It was ordered that the said message be referred

to the Committee on Roads and Canals.

The House then again resolved itself into a Com-mittee of the Whole on the state of the Union, Mr. to go, short of a full recognition of the true princi- Wayne in the Chair-and resumed the Tar:ff bill.

Correspondence of the Journal of Commerce.

Washington, Saturday, Jan. 26.
I not in session to day. They have The Senate is not in session to day. They have taken a recess that they may be the better able to encounter the excitement and labor of next week.— The debate on Monday will attract more interest than any which ever took place in this country, since the fermation of the Government. The bill reported from the Committee on the Judiciary, that is, the bill to provide for carrying into effect the rerepeal the Constitution of the United States, and on the other, as a bill for securing and perpetuating that Constitution. Strangers are daily arriving in the city from a distance, and from the neighboring States, to witness these stirring proceedings.

In the House of Representatives, on motion of Mr. Thomas, of Louisians, the privilege was given to the members of the House of admitting their friends upon the floor, during the remainder of the session. This is usual towards the close of every session.-The presence of a brillant assemblage of ladies will not only serve to relieve the weariness and monotony of the long sittings, but to keep honerable members in good humor, and put them on their good be-

After some little business of no general interest, the House went into Committee of the Whole on the Tariff Bill—the question being on the amendment offered by Mr. Verplanck to Mr. Huntington's amendment.

Mr. Burges of Rhode Island took the floor, and spoke about two hours and a half in earnest and elo-quent opposition to the details and principles of the bill, when being much exhausted, he gave way to a motien that the Committee rise, which motion was carried—59 to 49. A motion to adjourn was then carried—ayes 74, noes 62. One motive for the early adjournment was, to have the Hall ventilated and cleaneed for the Sabbath. A week ago, I fixed upon this day, the 26th of January, as the day in which the Committee would probably report the Bill; but they are not nearer to the question now, than they were a week ago. The ardor for speak-ing is undiminished. There are a dozen members he are waiting an opportunity to take part in the discussion.

LEGISLATURE OF NEW YORK.

IN SENATE—Janu ry 23.

The Committee of the Whole passed the bill to amend the act incorporating the Rochester Canal and Rail-Road Company; and rose and reported en the bill to incorporate the Orleans County Bank. IN ASSEMBLY.

Bills reported-By Mr. Downing, to incorporate the New-York Journeymen Shipwright and Caulk-

er's Benevolent Society.

Notices of bills to be introduced:

By Mr. Van Duzer, to extend the elective franchise to all persons performing military duty, who are not now entitled to vote.

By Mr. S. Stevens, to reduce the rate of interest to

By Mr. W. Mills, making all judgments over five dellars a lien on real estate. [It is now confined

The Committee of the Whole again took up the bill to construct the Chenenge Canal.

Mr. Spencer suggested to the Chairman of the Canal Committee, (Mr. Stillwell) an alteration in phraseology.

Mr. Stilwell accepted the amendment.

Mr. Spencer moved to strike out the 7th section, which is as follows:

" § 7. If the funds appropriated in the preceding section shall not prove sufficient to pay the costs and expenses of the Chenango canal, at the time when the certificates of stock shall become due, then it shall be the duty of the commissioners of the canal fund to pay the same out of any moneys which may be on hand, belonging to the canal fund, which may not be pledged by the Constitution of this State."

Mr. Spencer spoke for a considerable time in sup-port of his motion.

Mr. Stilwell replied to his arguments at some

length.

Mr. Van Duzer also spoke, for nearly an hour, in answer to Mr. Spencer. He came to the conclusion that the said 7th section should not be erased.

The committee rose, and the House adjourned.

IN SENATE-January 24. On motion of Mr. Van Schaick,

Resolved, That the petition of Augustus Porter The question then came up, on Mr. Spencer's whole of the mo and others be referred to the Canal Commissioners, substitute to the 7th section. He made some obserts [Cour. & Eng.]

between Niagara Falls and the Erie canal, can be granted with perfect safety to the interests of the State.

The following message was received from the Governor:

To the Assembly: Gentlemon-I have receive solutions passed by the Legislatures of several of the States, containing requests to have them laid before the legislature of this State.

In compliance with such requests, I herewith

transmit to you:

First, several resolutions of the Legislature of Pennsylvania, "Relative to the Union of the States, and the Constitution of the United States."

Second. Resolutions of the State of Georgia, ap proving of an opinion expressed by the General Assembly of the State of Tennessee, against the exercise of the power assumed by Congre propriate money from the Treasury of the U. States, to be expended on works of internal improvements, and also denying that the General Government is

possessed of such power.
Third. A Resolution of the legislature of Geor gia, making application to Congress for calling a Convention of the people, to amend the Constitu-tion of the United States in certain particulars, specifiee in the proceedings accompanying the said re-

solutions.

Fourth. Resolutions of the State of South Caro lina, recommending a Convention to consider and determine questions of disputed powers, which have arisent between the States of the Confederacy and the General Government.

W. L. Marcy.

The message and documents were ordered printed and refered to the committee on that part of the Governor's annual message relating to South Caro

The Chenango Canal occupied the rest of the day

In Assembly.—January 25.
The Committee of the whole again took up the Chenango Canal bill, and after speaking some time, on various proposed amendments, the bill passed in Committee.

In Senate—Saturday, Jan. 26.

A report from the Canal Commissioners, on the petition of Augustus Porter, relative to a canal from Niagara Falls to the Erie Canal, was received, and referred to the Committee on Canals.

The bill to incorporate the Lake Ontario and St Lawrence Steamboat Company, was read a third

On motion of Mr. Tracy, the final question was taken on the bill to amend the act, incorporating the Rochester Canal and Railroad Company, and the bill was passed.

IN ASSEMBLY

The question on agreeing with the report of the committee of the whole of yesterday, on the Chenango Canal bill, came up.

There were long debates, and several amendments were offered but no decision was had on them and of course not on the bill itself.

Monday, Jan. 28.—In Senate. A report was received from the Attorney General in obedience to a resolution of the Senate relating to the exemption of certain corporations from taxa-tion. The report concludes with the opinion, that the existing law does not exempt the real estate of companies from taxation.

Assembly.

Mr. Stilwell called for the consideration of the

question, on agreeing with the report of the Committee on the Chenengo Canal bill.

The question was on Mr. Spencer's amendment accepted by Mr. Van Duzer, in place of his smend. ment, viz. the 10th and 11th sections from the Crook ed Lake Canal bill.

The motion to amend was lost, 54 to 54.

The Speaker decided that the motion was lost, inasmuch as a rule says, that, where there shall be a tie, the question shall be pronounced lost. Mr. Livingston offered an amendment, that the

loans for making this canal shall be payable at the discretion of the commissioners of the canal fund after 1845, or sooner, if the debt now charged on the canal revenues shall have been paid.

Mr. Livingston sustained the amendment, and Mesers. Stilwell, Spencer and Wager made some

remarks.

The amendment of Mr. Livingston prevailed, 53

to examine and report whether the proposed canali vations, but the House adjourned before a question was taken.

> THE SENATE OF NEW YORK ON NULLIFICATION .-The Argus of yesterday morning says

The joint committee of the Senate and Assembly. to whom the S. Carolina Ordinance and proceedings were referred, had their final meeting in the Senate chamber yesterday afternoon, and adopted a report, which we are informed is an able and very interest-ing document, and in all respects worthy of the charactor of the State and pertinent to the existing condition of our national affairs. The report will be made to the Senate this morning by Mr. Tallmadge, of the joint committee.

South Carolina.—The proceedings of the State Rights Party, at their great public meeting in Charleston on the 21st instant, are given at length in another column. They vapor as much as ever ; but yet conclude to suspend, for the present, "going to the death with Gen. Hamilton for his sugar !" The passage of the bill reported in the Senate by the Judiciary Committee will, we apprehend, postpone the matter finally.

[From the National Intelligencer of Tuesday.]
MARYLAND SENATOR.—On Friday last, in joint neeting of the two Houses of the Legislature of Maryland, Joseph Kent was elected Senator of the United States, (not on Wednesday, as first stated.) The vote was, we learn from a traveller, nearly, if not exactly, as follows: for Gov. Kent, 61; for Gen. Smith 25.

From Vinginia, we learn that on Friday last the Governor of that State communicated to the Legislature, in a Message teeming with accusations against the General Government, the proposition from South Carolina for a Convention of the States to revise the Constitution; a very different thing from her Ordinance and Replevin Laws (by the way) had it been resorted to at first, but too late when mingled up with and made part and parcel of that batch of legislation.

LATER FROM VIRGINIA.—Private letters from Rich mond, written on Saturday evening, inform us generally, that the Resolutions concerning the proceedings of South Carolina, &c., which passed the House of Delegates of Virginia, had also passed the Senate, with an amendment, for appointing a Commissioner to proceed te South Caroline, to request of that State a suspension for a time of the execution of her Ordinance, &c.; that the House of Delegates had con-curred in this amendment; and that B. Watkins Leigh, Esq., being appointed the Commissioner (or Delegate) under this Resolution, had forthwith proceeded on his mission.

STIMMARY.

THE HUDSON RIVER .- During the past week, the teamboat Hereules, Capt. Vanderbilt, strived from Poughkeepsie with Albany passengers. The river is closed as low down as Poughkeepsie, and though the Hercules encountered considerable ice betwe the latter place and Newburg, she performed the passage in six hours and forty-eight minutes, inclu-ding the time occupied in stopping at Newburg.

HENRY HORE, Esq. of this city, has been appointed aid-de-camp to His Excellency Governor Marcy, to fill the vacancy in the staff, occasioned by the resignation of Col. James L. Graham.

It is said, and we believe it, that the Government Express, which left this city a few days ago for Charleston, returned to this city on Wednesday, having compassed the distance between Washington and Charleston in forty-eight hours. That distance is, by the Post Office book, five hundred and fortyfour miles.--[Nat. Int.]

FROM CHARLESTON.—By the brig Courier, Captain Brown, arrived last evening from Charleston, we

have received Charleston papers to the 19th inst., Gov. Hayne had issued a Proclamation, giving notice that the 31st inst. was recommended to be observed as a day of solemn fasting, humilistion and prayer, for imploring "the blessings of the Almighty upon the people of this State," &c.

The Bank of South Carolina had recovered the

whole of the money of which it had been robbed.-

turday morning last about breakfast time, Mr. James Boll's tavern and dwelling house at Campbell Sta-tion was entirely consumed by fire; and what is most shocking to relate, a traveller who had been there sick for several days perished in the flames. The unfortunate victim, it appears, was in a state of men-tal derangement; and from circumstances, there appears to be scarcely a doubt but that he himself was the cause of the catastrophe, which in so awful a manner hurried him into eternity. We have not learnt his name.—[Reporter.]

A family residing upon the banks of the Find hern, being lately in want of a gardener, a young man wrote te them making offer of his services: and after extolling his system of raising crops (upon which he said he was then engaged in writing a treatise), concluded his spirite by assuring them, that a "large Celery" was not so great an object with him as gotting into a "Pease-able" family!!

—[Caledonian Mercury.]

The great Mr. Stultz, tailor, in Clifford street who retired to France a few years ago, and was created Baron Stultz, died on the 17th of November, at his estate called Aires, in the South of France, after an illness of nine days. This estate cost him upwards of 100,000l. (we believe 103,000l.) He had another large estate near Baden on the Rhine.— He had About a year ago the Baren sent the Emperor of Austria a present of 40,000%, to do with what he pleased, for which present he receive in return the Order of Maria Theresa, and the patent as Count

Gothemburg. The Baron had great wealth in the bank at Vienna (Rothehild's.) His property, besides here estates, exceeded 400,0002.—[Globe.]

Chinese and Scotch Music.-The Chinese scale (observes Dr. Burney) take it which way you wills is certainly very Scottish. He tells us that he wa, assured by Dr. Lind, who resided several years in China, that all the melodies he heard there bore a strong resemblance to the old Scotch tunes, and he further says that he was favored with twelve Chinese airs that were brought from China by Dr. Alexander Russel, all of which confirm the strong affinity between them and those of Scotland, by the amonty cetween them and those of Scottand, by the emission of the 4th and 7th of the key. Rumeaux also mentions an old Chinese scale of six netes including the octave, preserved in numbers (their mode of musical notation) and according to his interpretation, they produce the very identical Scottish

Splendid Bridal Ceremonial .- On Tuesday the 27th November, the marriage of Lord Lincoln, son of the Duke of Newcastle, and Lady Susan Hamilton, daughter of the Duke of Hamilton, was celebrated at Hamilton palace. From 12 to 15,000 persons, mostly from the town of Hamilton, assembled m the occasion. The Duke of Hamilton presented himself to them from the baleony of the palace, and was leudly cheered. The Duke of Newcastle also came into the balcony, but was not recognized. At IS e'clock the bridal pair entered a splendid equipage to take them to Wishaw-house, a seat of the Dukeof Hamilton, where they are to spend some time.— The appearance of the bride at the door was hailed with rapturous cheering. She wore a dress of figured actin covered with blond lace. On entering the
carriage she bowed to the assembled multitude: the carriage was accompanied to Wishaw by 1000 horse-men, of the Duke of Hamilton's tenants. At Wis-haw-house the bridal pair appeared at the door, and drank to the thousands who were assembled. woulding was conducted in a truly Scottish style.

Ten riders started from the palace to ride the brouse," on some of the finest horses that could be procured in Scotland. The race was an exceeding. Iy keen one. The bride and bridegroom were med about half way to Wishaw, and stopped to "taste the bride's bottle," as is common in all Scottish country wedding. The whele road from Hamilton palace to Wishaw-house, was filled with spactators of every eription, in carriages, gigs, on horseback, and m foot, and presented a very animated scene. bride-cake made on the occasion weighed 100lb. [Glasgow Chronicle.]

Fire.—We regret to learn that the large Tavern house owned and kept by Maj. Anthony Fly, a Larmberville, in this county, was entirely consumed by fire, on Saturday evening last. The house was of frame, and the flames made such progress, that it was found impossible to save but a small portion absent at war, they instantly consult this divinity, of the furniture. The loss to Mr. Fly will be very and give implicit credence to the answers thus ob-

board yards.
We learn Mr. Fly's loss amounts to between two

and three thousand dollars. His clothing, books, papers and accounts were likewise lost. Mr. Fly was short half a mile off when the Ore broke out, and before he could reach home the principal part of the house was in flames. The presence of mind which he possessed on reaching the spet, was remarkable Recollecting that he had a keg of powder in the cel-lar in keeping for the Canal Contractors, he broke the cellar door open and succeeded in getting it out and placing it beyond the reach of fire,—[Doyles-town (Pa.) Demecrat.]

MONTREAL, JAN. 19. - The cold this morning wa extremely intense. The thermometers, not in the most exposed situations, sunk to 25 below zero of Farenheit, while ethers, more under the influence of the northern blast towards the mountain, were as low as 28 under 0.

[From the Pennsylvanian.] Suicide.—A middle aged man, of respectable appearance, whose name is said to be J. Strange, yesterday afternoon committed suicide at Swan Bath House. He came to the establishment about one o'clock, and retired into one of the bething apartments, for the purpose, as he stated, of taking s warm bath. He remained in the room so long that the attendent became alarmed, and on opening the door found him lying in the water dead, with his femoral artery completely severed by a cut with a pen-knife. It was stated that he was in the bath house on Saturday, and it is supposed with the same intention, as there were gashes on each arm, apparently inflicted a day or two since; and it is rea that he let the water from the tub himself, and an peared feeble when departing. We are informed that he was a widower, with four children and a mother dependent upon his exertions. No reason is given for the rash set, and from the circumstances it may be attributed to mental alienation.

[From the Philadelphia Ohronicle.] A man and his wife were burnt to death abou one o'clock on Sunday morning last, in Say's alley, running from Schuylkill 7th to 8th street, between Race and Vine. They had retired to rest, and were probably acleep when the house caught fire.

Attempt at Assassination.—On Saturday, Mr. Wm. H. Orehard, teacher of music, living at 145 Fulton street, Brooklyn, received a note of the following purport:— 'Sir, you are requested to call this evening at Mrs. Williams', 2d door beyond the toll-gate, Fulton street, on the subject of music." Between 8 and 9 o'clock in the evening being on the way thither, and nearly oppesite the Black Horse, Mr. Orchard was violently assaulted and knocked down by some unknown person, with whom he had a desperate scuffle of some minutes before he could free himself. During the struggle the villain dis-charged a pistol at the breast of Mr. O. which fortunately however did no further injury than merely tearing off the front part of his coat. One hundred dollars is offered for the apprehension of the assasin.--[Gazette.]

Feathering an Arrow.-We shall give a piece o information, for which we are persuaded nine tenths of our Toxophilite friends will be grateful-viz. the art and mystery of feathering an arrow, but very imperfectly understeed even by many professed bow-makers. Feathers being provided (those from the turkey or goose are best), the first thing necessar round in a helf circle, and when the central poin of this is applied to the steel of the arrow it will dling very closely, and you may press down the rest with the fingers. Run your eye along the work to ascertain if it be set on straight, and rectify any irregularity. Proceed in the same way with the other feathers; and, finally, place the arrows thus finished moderately near the fire to dry, which will be effected in a couple of hours.—[Sporting Maz.]

Medagascar.—The Skide, or oracle of the Madagasses, which is daily interrogated by them, consists in a very fine sand, which they put in a fan used for cleansing the rice, and make prayers over it; after. wards, they boil it several times, and, having traced an indistinct sort of writing upon it, they pretend to discover the past, present, and future, by these ceremonies. If sick or uneasy, or if they desire to be informed of the health of their friends who are

KROXVILLE, JAR. 15.—Awful Columity.—On Saliwas no injury done to the surrounding buildings or incommonly brought by their subjects, till they are assured by the oracle, that no harm or danger will result from the use of them.

Paganini.—The following anecdote of Paganini is related in an article in the Court Journal:—"I happened," said Paganini, "to be at Naples some years ago, where I met with a violoncello player whom I had previously known, and known as one of the worst conceivable performers on that instrument; insomuch that the pain of listening to him amounted to a torture. The name of this tormen-tor was Nicolo Cindrelli. 1 one day took it into my head to offer him the means of escape from this predicament, by telling him that I would teach him to make his fortune, if he would pledge me his word to keep the secret, as I was anxious it should not be communicated to any one else. He passed me his word accordingly, and I went to work with him, and in three days instilled into him a totally different mode of managing his bow, &co. These three days made him a new man,—so great was the advance-ment he made and so entirely had his awkward, vulgar and rasping style disappeared. Of all this I said nothing to any one, until, on the occasion of his beling about to perform at a concert, I made a point of going there before his arrival, and addressed snyself o the assembled professors and amateurs, saying, dentlemen, you have here in Naples the first vio-loncello player in the world? They were instantly all eager to know whom I could possibly mean; but when I named to them Signor Cindrelli, a laughing even those who had been most highly delighted by even those who had been most highly delighted by her acting and singing on Wednesday; though she had already been pronounced incomparably superior, as a dramantic vocalist, to any other lady ever heard at any of our theatres. We except neither Mrs. Austin nor Mde. Feron. Each of these can do, occasionally, what the Signor Pedrotti should perhaps around the street of the second street and the street of the second street of the haps avoid attempting; but she excels them both in "il canter che nell anima si sente." In her acting too, she displayed tragic talent of the first order; convicing us that—in such a piece as Metastaelo's Demofoonte—she would rival Miss Kemble's Constance. The whole opera, though well executed at first, was better done last night and will probably be still more excellent this evening.

NEW-YORK AMERICAN.

JANUARY 26, 28, 29, 30, 31, FEBRUARY 1-1833.

LITERARY NOTICES.

BUONAPARTE'S VOYAGE TO ST. HELENA, from the Diary of Admiral Sir George Cockburn; Boston, Lilly, Wait, Colman & Holden .- We have just received from the agent here of the publishers, J. Wiley, 22 Nassau street, the above little volume. It purports to be from the original MS. in the handwriting of the Private Secretary of the Admiral. which was communicated to the publishers by Capt. J. F. Brookhouse, of Salem. By the death of this Private Secretary, his connexions are represented as having become possessed of the MS. and thro' them it is communicated to the public. Another copy was sent to England, but, as is said in the preface to this publication, was suppressed, and will continue to be suppressed there. We have, however, seen noticed in the late London papers, as about appearing, under the sanction of Admiral Cockburn him. self, a work similar to this now under notice.

Of the authenticity of the MS. the respectable Boston publishers have, we take it for granted, satisfied themselves-and the Diary certainly bears internal evidence of its being genuine-but we have no room for extracts to-day.

Boys and Girls Family Library, vol. VI., N. Y. The Harpers have dedicated this volume of the amusing and instructive collection they are publishing under the above title, to Mrs. Hofland's wall known and much read tale of "The Son of a Genius." It is one that will continue to be read, as new generations arise.

NORTHANGER ABBEY, by Miss Austin. In 2 vols. of the furniture. The loss to Mr. Fly will be very great, having but recently purchased the property. The fire is supposed to have originated from a girlass free is supposed to have originated from a girlass fr Carey & Lea .- Entertaining rather than interesting.

serves to be a favorite. The moral of the story is, || tounures came into vogue. The akiver of the ||expression and music of language that first delights looking and ordinary-minded girl attractive to a We doubt, however, whether Miss Austin's book, though it has been written for twenty years, has a characteristic of mankind as cooking-(Man-a through all its improvements. Still there is such a fair sex, especially, that we are surprized that a poserving the best society, should have fallen into such hence. gross misrepresentations as those contained in the following extract from a late fashionable publication :-

Gaining the hearts of your sex is generally at. tempted by a particular manner of carrying them-selves with familiarity. Fanny has a dancing walk, and keeps time in her ordinary gait. Sue, her sis. ter, who is unwilling to interrupt her conquests, comes into the room before her with a familiar run. Rosa takes advantage of the approach of the winter, and has introduced a very pretty shiver; closing up her sheulders, and shrinking as she moves. All that are in this mode carry their fans between both hands before them. Resa herself, who is author of this air, adds the pretty run to it; and has also when she is in very good humor, a taking fami-liarity in throwing herself into the lowest etteman in the room, and letting her corded petticoats fall with a lucky decency about her. If you have observed what pretty carcases are carried off at the end of a song at the Opera, it will give you a notion how Rose plumps into a chair. Here's a little country girl that's very cunning, that makes her use of being Here's a little country girl young and unbred, and outdoes the engagers who are almost twice her age. The air that she takes is to come into company after a walk, and is very successfully out of breath upon occasion. Her mother is in the secret, and calls her romp, and then looks round to see what young men admire

Now, gentle reader, if you have never marked the " dancing walk" in Broadway, or witnessed this " very pretty shiver" round a stove at the Ope. ra, or detected in short any of those "ensparing" airs, among your fair acquaintance, which the writer of the above so rudely attributes to hisdo not be angry with us for betraying you into attaching a moment's weight, to a criticism on manners, which was, in fact written by Addison more than century ago, and is here given from the Spectator, verbatim, with the single alteration of substituting the favorite names of modern Maga zine writers for the Chloes and Sylvias which might else have betrayed the essayist of Queen Anne's time It is grievous to think, not only that there is no. thing new in the world, but that old things, in their old shapes, are for ever coming up again, to deceive us with appearances of novelty. The queer little walk, which the Spectator hit off so inimitably sestimating which you have gained from long lingera hundred years since, has been considered by many ing upon its threshold. an invention belonging only to the present day:

—for one must always wring a moral out of a story shoulders again is made in the same authentic reto show how the warm affection of a simple mind cords to bear date about the time when gigots ated and pure heart, sided by a face only tolerably tained to their greatest perfection, and slipping from him who dwells long enough upon his writings. But pretty, can fix the attachment of a highly cultivated the shoulders began to occupy a neutral ground love of Byron is love at sight. It springs, if it springs man with enough of the fastidious and the satirical anywhere between the elbows and the neck. But lat all, when the eye first meets his pages. You may in his disposition to make him apparently a most the sophists and pretenders in these matters are analyze and regulate it afterwards, but you feel his difficult conquest. The doctrine is a good one, and now thrown completely out by the quotation we influence before you can explain the causes of his as, according to Miss Austin's showing, it seems to have given above; and we have but little doubt, but power; and though the critic may tell you whence be founded upon nature, it is well it should be broad-that, exploring the proper sources of information, it springs, you need not his aid to point out his beauly disseminated among the rising generation. A it might be shown, that not only the Will Honey ties, and confirm your admiration of them. The belief that freedom from affectation and want of combs of Queen Anne's day, and the Pelhams of pretension of every kind, makes even an ordinary ours, are exposed to the same artillery of charms, manœuvred by their fair enemies in precisely the same you know that it does. Poetry, the language of man of sense and refinement, would have a pro- manner-but, that the bloods and gallants of Cosar's digious effect in simplifying manners, and bringing time (who was himself, according to Cato, a great stand as if intuitively the one he speaks, though them consequently to the true standard of elegance. beau, and a dandy when young,) were circumvent. perhaps ignorant of all the rest. But we do not some ed and overcome with exactly the same weapons. And thus, while the world waxes and wanes, grows done much towards reforming the world in these old, and is renewed, the empire of woman is the respects. Affectation, though not as distinguishing only one which not only survives every commotion, but is prolonged by the same means; and notwithcooking animal .- Philos. Dic.) -- is still sufficiently standing all the clever demonstrations of the judipart and parcel of human nature to cling to it, cious Miss Austin of the effect of simplicity of manners upon the hearts of our sex, the same little total change for the better, between our days and those affected ways that, while they provoked the satire of our grandfathers, in manners, and those of the of Addison, won the world from Antony, will be used with success, and criticised unavailingly, by pular writer, who has enjoyed opportunities of ob. the Cleopatras and Spectators of a thousand years

> Works or LORD Byron; complete in one volume Geo. Dearborn, N. Y .- Though the 'aroma' imparted by age is not yet theirs, yet the writings of Byron have already come to us in so many editions, like wine which has been matured by repeated voyages. that they seem almost to have passed through the ordeal of time, and proved their body as well as flavor. The present edition, while it is the most complete, is one of the finest, if not the finest, that has ever appeared either in Europe or this country. It is arranged with judgment, is very elegantly stereotyped, and is "got up" altogether in a style of excellence, which, if not new in this country, has at least been hitherto confined to Boston. They, therefore, who would possess themselves of the complete works of the first poet of the age-or perhaps of any age except that which produced Shakspeare—can now se cure a favorite author in a dress worthy of his name and his fame. The work is accompanied by an unpretending but well written memoir of the poet's life, a very fine engraving of West's portrait by Gimbre & Dick, and an exceedingly interesting autograph of the celebrated passage in Childe Harold-

From peak to peak the rattling crags among, Leaps the live thunder;

a stanza which is dashed off in a style so wild and singular as to bear out the assertion made by Muore that it was written in the midst of the storm it de. scribes.

Popular as Byron is as a poet throughout the world-he is worshipped in Germany-we are inclined to believe that there must be some dash of poetry, some stray dripping of Castalia in one's composition, to appreciate him fully; a fact which will readily account for his being more idelized by the enthusiastic countrymen of Goethe than by any other people. A relish for Milton, for instance, majestic and almost godlike as he is, may, and indeed is, only to be acquired by study; you dwell again and again upon his pages-we are speaking only of Paradise lost-till your soul catches some. thing of his high intellectual spirit, and then a world of light opens upon you, the power of seeing and

and is all chronological tables of the fashions, it is reaching thought, versality and delicacy of imagi. || filled, and quickened, by the overwhelming genius set down as originating in the same year when nation is frequently overlooked in the termeness of of the other.

poet has struck some chord in your own heart, and while it does vibrate, you care not how or why, but passion, has a thousand dialects; and you undersider this peculiar turn of mind or feeling-call it what you will-which leads us to so catch at once and delight in the characteristics of particular writings, as at all confined to Byron; and two poets who differ as much from him as he does from Pepe and Milton might be adduced, to sustain the theory, if it be such, that we uphold. The English Wordsworth and our own Bryant are read with as different a spirit by different people as if they changed their natures in different hands. The first of these, with some of the most exquisite poetry in any language, has unfortunately indulged so much in what, by the reviewers of "the Lake poets," is termed "twaddle," that it may yet be difficult for years so to break the namby.pamby associations connected with his late writings, that full justice may be done to his earlier works. But the last, though he has as yet published too little to test the permanence of the chaste spirit which, in his present writings, never loses itself in delicacy refined to effeminacy, or simplicity softened into simpletonity, (as is the case in those of the English post,) is perhaps the best instance that could be adduced of a writer, whose beauties are so spiritual, that in many of his pieces the chastened fire which pervades them is unseenand unfelt, except by minds of a delicate fibre; by those in which, if any strings are wanting, the ones which respond to the minutest touch of nature are not among the missing. Poetry, like music, may in seme shape be enjoyed by all. Every heart seems to thrill naturally to the sound of drum and trumpet : and every one, by assiduously cultivating his ear, may have the faculty actually drilled into him, of receiving pleasure from the harmony of a well executed overture. But, while nature alone can impart that yielding up of ene's soul to a simple melody which the rudest bosoms will frequently betray, there are few hearts which will waken alike to the cadence of a flute, or the peal of a clarion. And so with poetry and with poets-The national anthem, the martial ballad, and tale of bold adven_ ture, the wild lays of Scott, or the war-songs of Körner, will stir up even the most sluggish natures. . The thorough-wrought and finished poetic combinations of Milton and Pope will delight and atill further refine those already cultivated: but the simple inspiration of Burns, and the native elegance of Campbell, though often united in Bryant, are thrown away upon half of those who have access to the works of either. You may create a taste for art, but you cannot kindle one for nature: and the modest poems of our countryman, while the range of their influence is parrower than that of the noble British Bard, will as often be called spiritless and inspid, as his are pronounced extravagant and unnatural, by those who have no gentle sympathies to be touched by the poetic soul of the one, and by those who have no ruined thoughts, no deserted And so of Pope, whose comprehensive wit, far channels of passion and feeling, to be warmed,

Continental Literature.—It has often been mat ter of surprize, as well as regret, to us, that some mode was not devised, by which persons, desirous of seeing, as they appear, the new publications of the Continental press, especially that of France and Germany, might associate and procure these books, in common, at a comparatively moderate expense sort of foreign book club, in short, and confined to books in foreign languages. We learn with pleasure that the prospectus of such a plan is now left at the Foreign Bookstore of Charles De Behr, in Breadway, where persons desirous of aiding it are asked to call.

The Floridian informs us "that a work will be shortly put to press, from the pen of Col. White, our Delegate in Congress, entitled, 'Sketches of East and West Florida and Louisiana,' containing a history of the discourse o history of the discovery and settlement of the Provinces, and the correspondence between the British Ministry and the Governors of the Floridas, be-tween the year 1753 and and 1781, together with various papers never before published, touching the various papers never before published, touching the history, condition and value of these Territeries to the States; to which will be added an appendix, showing the extent and value of the agricultural productions of the West Indies, and especially of the Island of Cuba, showing what pertion of these articles might be grown and manufactured in the territory of Flerida." We shall look to the appearance of this work with much anxiety, be lieving that it will be a valuable acquisition to the lieving that it will be a valuable acquisition to the historical literature of our country.—[Pensacola Gazette.]

POETRY.

There is a mingled simplicity and pathos in the annexed line which will make their way to the heart :-

NEW YEAR'S EVE .- By Affred Tennyson. If you're waking call me early, call me early, mother dear, For I would see the sun rise upon the glad New Year. It is the last New Year that I shall ever see,

Then ye may lay me low i' the mould, and think no more of me Then ye may say me sow i' the mound, and think no more of me To-night I saw the sun set: he set and left behind The good old year, the dear old time, and all my peace of mind Ami the New Year's coming up, mother, but I shall never set The may upon the blackthorn, the leaf upon the tree.

The may apon the discutions, the less upon the tree.

Last May we made a crown of flowers: we had a merry day,

Beneath the hawthorn on the green they made me Queen of May.

And we danced about the Maypole, and in the hazel-copee.

Till Charles's wain came out above the tall white chimney tops.

There's not a flower on all the hills: the frest is on the pane:
I only wish to live till the snowfore some again:
I wish the snow would melt and the sun come out on high—
long to see a flower so before the day I die.

I fong to see a nower so neture the may a use.

The building rook 'ill caw from the windy, tall elm tree,
And the tuited playor pipe along the fallow lea,
And the swallow'ill come back again with summer o'er the wave.

But I shall lie alone, mother, within the mouldering grave. But I shall be alone, mouner, within the mountering grave.

Upon the chancel-casement, and upon that grave o' mine
In the early early morning the summer sun 'ill shine,
Before the red cock crows from the farm upon the hill,
When you are warm asleep, mother, and all the world is still.

When you are warm asieep, mother, and an the works is sent.
When the flowers come again, mother, beneath the waning light.
Yell never see me more in the long gray fields at right;
When from the dry dark world the summer aim blow cool,
On the oatgrass and the swordgrass, and the bullwah in the pool. On the outgrass and the swortgrass, and the outgrash in the por Ye'll bury me, my mother, just beneath the hawthern shade, And ye'll come sometimes and see me where I am lowly laid. I shall not forget ye, mother, I shall hear yo when ye pass, With your feet above my head in the long and pleasant grass.

I have been wild and wayward, but ye'll forgive me now; Ye'll kies me, my own mother, upon my check and brow; Ray—nay, ye must not weep, nor let your griel be wild, Ye should not iret for me, mother, ye have another child. The relation of the control model, ye have abother child.

The ye'li not see me, mother, i shall look upon your face;
The I cannot speak a word, I shall hearken what ye say;
And be eiten—often whyou when ye think I'm far away.

And be eiten—outen with you when ye think I'm ar away.

Good night, good night, when I'vesaid good night for evermore
And ye see me carried out from the threshold of the door;

Den't let Effie come to see me till my grave be growing green
She'll be a better child to you than ever I have been.

She'il be a better chief to you than ever a nave been.

She'il find my garden tools upon the granary floor:

Let hear take 'em: they are here: I shall never garden more:

But sell her, when I'm gone, to train the resebush that I set,

About the parior window and the box of mignonette.

About the parier window and the box of mignoneue.

Good might, sweet mother; call me when it begins to dawn.

All night I lie awake, but I fall asleep at morn:

But I would see the sun rise upon the glad New Year,

so, if you're waking call me, call me early, mother dear.

[From the Book of Beauty.] THE LOVE LETTER.

Bise bolds the letter in her eager hands,
"Tis from the absent one—most loved—most of
yet statue-like and motionices she stands,
Nor daree to seek her fate—she looks in fear
Om the mute herald ready to bestow
The tidings of her weal, or of her woe! Perchance, that long-wished record may contain
The chilling courtesies of studied art,
Or speak in Grendeship's calm and tranquil strain,
abouting the feelings of her fervent heart,

Perchance, O! thought of blise! it may discover The hopes—the fears—the wishes of a lover! The hopes—the fears—the wishes of a lover!

See, she unfolds the page, and trembling reads—
From her dark eye one tear of feeling gushes,
The sudden sun-beam of a smile succeeds,
And now a radiant hope of burning blushes
O'ershades her cheek and brow—her doubus are past,
Love crowns her truth and tendernose at last.

Love crowns her truth and tendernose at last.
Fain would she silent sit, and meditate
O'er her new blies through evening's placid hours,
But gay assembled guests her presence wait,
And she must braid her ebon hair with flowers,
And join the throng—with hurried step she flies,
And join the throng—with hurried step she flies,
Her soul's sweet triumph sparkling in her eyes.
Within the gathered folds of mowy gause,
That veil her besom, resis the magic acroll,
And those who greet her entrance with appliance,
Guess not the tallisman whose dear control
Teaches each look, each accent, to express
The trilling sense of new found happiness.
She wakes her lute's soft harmony, and sings—

The triling sense of new found napplesses.

She wakes her lute's soft harmony, and sings—
Oh: once her very songs appeared a token
Of her deep grief, and she would touch the strings
To takes of hapless love, and fond hearts broken:
But now her lays are all of hope and youth,
Of joyous cestacy, and changeless truth.

Of joyous ecstacy, and changeless truth.

Mor guests depart. The moon beams clear and bright,
O'er her still chamber cast their radiance even,
And kneeling in the pale and silvery light,
She breathes her grateful orisons to Heaven,
Then seeks her couch, O! may repose impart
Fair visions to her young and happy heart.

(C) AMERICAN RAILROAD JOURNAL AND ADVOCATE OF INTERNAL IMPROVEMENTS, VOLUME 2d.—This Journal was commenced on the 1st of January, 1832, with a single subscriber. It has now just commenced its second volume, with near one thousand subscribers, scattered in every state in the Union. It was at first devoted to the subject of Railroads, Internal Improvements, and news of the day; but it now embraces in addition to the above, a department for Agriculture, and another for the Mechanic Arts, wherein will be found an account of most new Inventions. Such, indeed, has been the encouragement held out, that the publisher is induced to extend its usefulness by making it, not only a journal of the progress of Internal Improvements by means of Railroads, Canals, and Steam Carriages, in our own country and in Europe, but also by making it a Journal of mechanical improvements and inventions, and thereby collecting a greater variety of useful information, relating to such subjects, into a smaller compess, and at a less cost, than can be found in any other publication now before the public. Arrangements have been made to give engravings or illustrations of such new inventions as may be deemed important to the community. The American Railroad Journal and Advocate of Internal Improvements, will also contain much interesting and useful literary end news reading, with such public documents as may be deemed worth recording for future reference. It will also contain Meteorological Tables, kept at Montreal, L. C., New-York city, Charleston, S. C. together with others kept at intermediate places. We have also the promise of one is kept on Red River, in Louisaina; also, Prices of Stocks, Sales of Real Estate, Prices Current and Bank Note List, &c. &c.

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4 cases Gum Arabic 2 cans Oll of Orange	11.
8 casks French Madder, ESFF 2 do do do SFF	
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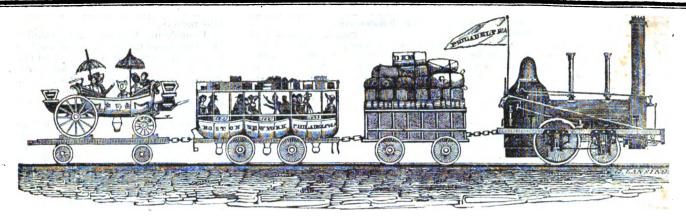
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ASHES Pot, ist sort 1932.100 lbs	_	a ·	4 40	Rys Flourbri	4 09	4 4 15		8 50 a 9 00
Pearldo	4 60		4 70	Do had	17 00	ā -	Do. Primedo	6 874 a 6 76 4 50 a 4 76
BEESWAX— Whitelb	40	æ	_	Balsins, Malagacask		a 8 00		14 a 18
Yellowdo	18	a	20	Do. bloombox Do. muscateldo	_	a 2 76	Do. Philadelphia.do	19 a 18 a 12
Navylb	_	a	34 5	Do. bunchdo Do. Smyrnalb		a 8 00	Hog's Lardlb Pork, Messdo	12 40 a 14 90
Crackersdo BRISTLES—	6	a	6		8	a 16	Do. Primedo	11 00 a 11 78
Russia, first sortlb	6 0	a a	70 40	Do. ehelleddo Figs. Smyrnado	_	a 16		64 a 84
Do. commondo	15	4	50	Filbertedo	. 8	a 5	Do. Northerndo	9 4 10
Mould, tailowlb	12	a	18	Prunes B.rdeauxdo Famarindsdo	22		RAGS— Foreigndo	4 4 4
Dippeddo Spermdo	10, 33	i a	11 <u>1</u> 85	Wheat, North rivbehl	_	a -	RICEdo	3 00 4 3 50
CLOVERSEED lb	10	4	11	Do. Genescedo Do. Virginiado	_	a 1 18	SALT— Turk's Islandbehi	40 4 49
Liverpoolchaldron Scouchdo	8 00	4	D 50	Do. N.Carolinado Rye, Northerndo	1 15	a 1 17 a 67	isie of Maydo	36 a 40
Sidney & Bridgeport.do	9 00	4	_	Corn, Yellow, North.do Do. White, L. I. & N. J.		a 76	Cadis do Lisbon do	- a 85
Albiondo Virginiado	8 00	-	00	Do. Boutherndo	65	a 70	Livernool ground do	24 4 24
Anthracite	8 00	a i	00	Barley, North riverdo Oats, South North, do	44	a 50	Do. blowndo Do. sack	194 a 300
Caraccaslb Trinidaddo	7	a a	8	Peas, white dry? behis Do. black eyeddo	9 00 80	a 10 00 a 85	BALTPETRE—	- a 9
St. Domingodo Parado		4	7	Beansdo HEMP—	9 00	a 11 00	Crude E. Ido	— a 7i
COFFEE—Cube	11	a	134	Russiaton Manillado	190 00	a 210 00 a 212 50	Russis, whitepiece Do. browndo	10 50 & 11 00 8 75 & 9 00
Brazildo	18 13	a	14	Sisaldo American dew-rotdo	_	a	SOAP- New-York, Brown lb	ia 1
Porto Ricodo Laguirado	13	a	12	Yarne, Kentucky ib	100 00	4 -	Castiledo	11 6 12
St. Domingodo	111	a	12	HIDES LaPiata &R. Grande. ib		a 14	SPELTER	
COPPER-	12	a	18	Do. wet salteddo	7	a 19	Cassia, in mats lb	29 a 28
Sheathinglb	<u> </u>	a a	24 17	Oronocodo W. India & Southern.do	12) 10	a 18 a 19	Ginger, racedo Do. grounddo	9 a 9 <u>1</u> 6 a 11
Olddo Boltdo	17	a	18	g. A. Horsepiece HOPS-		a 1 30	Nutmegsdo Pepperdo	1 50 a 1 65 16 a
CORDAGE-		-	114	First sort, 1882lb Second sort, dodo	83	a 35	Pimento, Jamdo SPIRITS—	14 a 14
Foreignlb Americancwt	10	a	114	HORNS—		a —	Brandy, Ot. D.&Co.gal	- a 1 69 1 50 a 1 56
Velvetgroup	40	a	60	Ox100 INDIGO		a 90 60	Do. Bordeaux do	1 30 a 1 40
Commondo	20 5	a	30 11	Bengallb Manillado		a 1 50	Rum, Jam. 4th proof.do Do. 8t. Croix, 3d do. do	95 a 1 12 96 a 1 00
Phialdo COTTON— New Orleanslb	11	a	13	Caraccasdo Guatemalado	1 124 75	a 1 30 a 1 25	Do. Wind isl. 3d do.do Do. NOrl'ns, lat do.do	86 a — — a —
Uplanddo	10 10	a	111	IRON— Pig, Engl. & Scotchton		a 45 00	Do. N. Eng. lat dodo Gin:Holl'd, Meder Swan	36 a — 1 20 a 1 25 !
Alabamado	10	a	ii"	Do. Americando	30 00	a 40 00 a 100 00	Do. Hour Glass.do	- a 1 15 - a 1 19
COTTON BAGGING	13	a	90	Sar, dodo Do. Russia, P. S. Ido	95 00	a -	Do. Imperialdo	1 114 0 1 15
Flaxdo Do. Americando	11 19	4	15 21	Do. new Sabie.do Do. Swedesdo	83 00	a 85 90 a 88 00	Do. Countrydo Whiskey, Rysdo	36 a 44 31 a 82
DIAPERS— Russia, broadpiece	2 15	a 2	20	Do. English ass'tddo Sheet, Englishcwt	75 00 6 75	a 8 00	Cider Brandydo	40 a 42
DUCK			_	Peru I.Co. flat & sqton Do. rounddo	_	a -	Germanlb Englishdo	10 <u>i</u> a 12 <u>i</u> 11 a 14
Russia, U. X } bolf . Do. Bruisguins } bolf . Do. Zotoff & Kenop'ff	15 VV 17 00	a 19	-	Hoop, Americancwt Do. Englishde	5 50 6 644	a 7 00 a 6 75	Trieste, in boxesdo	6 a 51 51 a 5
Do. 3d quality . do Do. inferiordo	16 50	a 16		LEAD Piglb		a 61	SUGARS-	71 a 81
German, Halfdo Holland, A. Ado	11 00	a 12	00	Bardo Sheetdo	6 6}	a -	St. Croixdo New Orleansdo	8 a 9
Ravens	8 50		75	Okldo	_4	a 4	Havana, White do	9 a 10
Amer. Joy's, all flax, No. 1 a 8 do	15 60	a 11	00	LEATHER— Sole, Osk tannedlb	20	a 27	Do. Muscovado.do	6 a 7
Do. Phenix Mills, Pa- terson, flax, No. 1 ad.	16 00	a 19	00	Do. Hemlockdo Do. damageddo	14	a 20 a 16	Porto Ricodo Brazil, Whitedo	7 a 8
No. 1 a 10yd	96	a	29	Upper, dressedside Do. undresseddo		a 2 75 a 2 50	Do. Browndo Munilla, Browndo	4 a 7 7 4 7
Brazilettoton	20 00	а	_	LUMBER— Boards, N. RM ft		a 15 90	Lumpdo	19 a 18 14 a 17
Camwood do	70 00	a		Do. East'n Pine.do Do. Albany do .pce		a 17 00 a 17	SUMAC— sicilyton	10 99 a 75 00
Do. Tampicodo	13 00	a 94		Plank, Georgia do. M & Staves, W. O. pipe do	95 00	a 85 00 a 62 00	Triestedo	90 00 a 40 00
Logwood, Camp'hy.de Do. St. Dom., do	37 UU	z 28	00	Do. do hhddo Do. do brldo	45 00 86 A	a 47 00 a 31 00	TEAS— imperialdo	
Do. Jamaicedo	_	a 17	' 00	Do. R.O. hhddo	30 00	a 32 00	Gunpowderdo	100 a 131
Nicaragua, Bonaire.do Do. Corodo	_	a 10	00	Heading W. O do Hoops do	25 00	a 47 00	Young Hysondo	75 a 1 12 70 a 1 06
Do. Hachedo	_	a 70		Scandling, Pinedo Do. Oakdo	30 00	a 16 00 a 25 00	Hyson Skindo Souchongdo	50 a 75
Live, Foreignib Do. Americando	14 3 6	4	90 40	Timber, Oaksq. ft Do. Geo.Yell. Pine.do	90 98	a 25 a 30	Boheado TIMOTH. BEED. tce	21 a 94 4 17 60
PISH— Dry Codcwt	9 75		00	Shingles, Cypress. M ft Do. Pinebundle	4 25	a 4 50	Richmond & Petersb. do	3 a 6
Scaledo	2 00 4 25	a a	=	MOLASSES— Martinique & Guad. gall	_	a 27	North Carolinado Kentuckydo	3 a 4 3 a 54
Do. Salmondo Smoked dolb	12 50	a 13	50 15	English Islandsdo Havana & Matanzas.do	26 25	a -	Cubado	9 a 18" 9 a 15
Mackers! No. 1brl	6 50	a 6	694	Trinklad de Cubado	_	a -	Manufactured, No. 1.do	10 a 19
Do. No. 2do	3 00	a 3	23	New Orieansdo NAILS—	29	a 89	Do. No. 2.do Do. No. 3.do	6 a 7
Shad, Conn. Messdo Do. Bucksport,dodo	_		25	Cut, 4d to 40d?b Cut, 8ddo Cut, 9ddo		a 6	Ladies' Twistdo Cavendishdo	14 a 16 8 a 30
Herringsdo Do. Smokedbox	2 25 40		50 90	Wroughtde	8 10	a 8	WINES-	1 12 a 9 95
FLAX	_	a	_]	NAVAL STORES— Tarbrl	_			
Americando FLAXSEED—	9	4	11	Pitchdo Rosindo	1 50 1 124	a 1 62	Tenerifie L. Pdo	70 4 1 00 00 4 66
Cleando		a a 14	- 89	Turpentine Wilm. soft. Do. NorthCo. do. do		a 2 75	Malaga, drydo	40 a 44 43 a 48
FLOUR AND MEAL				Spirits Turpentine. gall	40	4 49	Bherry Cogswell's .do Tenerifie L. Pdo Do. Cargodo Malaga, drydo Do. sweetdo Ciaretcask	14 00 4 25 00
New York suprinebrl	6 00	a e	13	OILS Florence 30 flasksbox	5 00	a —	Portgall	70 a 1 871
Philadelphiado	5 67	a (5/4 60	French 12 bottles. bekt Olivegailon	1 12	a -	Marseilles Madeirado	60 a 1 46
Baltimore Howard st.do Richmond CityMills.do	6 3 5	a a 6	7à	Linesed, Americando Do. Eng.& Dutch.do	85 871	a 91	Cataloniado WOOL—	30 a 46
Do. Countrydo	5 87 <u>1</u>		00	Whaledo	24 ⁻ 40	a -	Merino, Am. fleeceth Do. pulled, de	40 a 55 87 4 40
Alexandria & George-			472	dperm. Summerdo	90		Common	20 4 25
Alexandria & George- towndo	6 00	a t	871	Do. Winterdo	1 04		Pulled, aninningdo	84 a 872
fredericksburgdo Petersburgdo	5 87	4	-	sperm, Summerdo Do. Winterdo Liver, Straitsbrl	15 QO	a 15 50	Pulled, spinningdo Lambs, let qualitydo	49 4 48
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AMERICAN RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

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D. K. MINOR, EDITOR.]

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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, FEBRUARY 9, 1833.

The following—to our Journal—very appropriate "Lay of the Locomotive," is taken from the second number of the Knickerbacker. We doubt not it was originally intended for this Journal, but by some unaccountable slip of the pen, (for poetical, as well as other pens, do slip sometimes,) it received another direction.

[From the Knickerbacker for February.]
THE LAY OF THE LOCOMOTIVE.
BY HENRY J. FINN.

"He tells you flatly what his mind is."-Shakepeare.
With the swiftness of the swallow, and the color of the

crow,
I'am train'd up, like a child, in the way that I should go;
From the time that I had motion, from the first day to the

Last day,

Alas! I've been consuming, for each day has been a fast-day.

And rapidly I sail along, with full and flowing sheet
Of iron, like a fire-ship, though single I'am the fleet;
By physical, nor moral force, I navigate my gap-lane,
And, as I'am seldom half-seas-over, never have a Chap
lain.

And through my pipe, as thus I glide, full many puffs I've whiff'd.

Para never dail, for I've by heart the works complete of Swift.

To legal lore I'm partial, and it never ends in smoke, I've oft run over Black-stone, while my head was full Coke

In many matters mercantile, I often very far go,
For though I have not my freight, I always make a car-go.
An artist, too—my customers all sit without see-eawing,
And when I take their likenesses, they all approve my
drawing.

No bull-y e'er could comme, in a gas-conading caper, Few characters, you must confess, are more inclined to va-

Each driver thinks, of every age more wonders do in this

For all the folks are fast adopting my steam pow for his tive.

The principal difficulties that so long retard-

The lean and lankey cattle look as though they'd run their ed the perfecting of steamboats were, in the races,

They'ill quit mortality's last stage, and leave behind no

traces,
Then sweat to follow in my train, and for that promise votive.

What stronger motive can you have, than one good loco motive.

Hot Air Blast.—It is stated that the weekly consumption of coals at the Clyde Iron Works has been reduced, by the adoption of the heated blast, from 1800 to 600 tons; while, at the same time, a greater quantity of iron has been manufactured.

[From the Baltimore Gazette.]

STEAM CARRIAGES ON TURNPIRES.—The many trials during the last few years, in England, to run steam carriages upon turnpike roads, having excited the public attention, and these trials, or experiments, (for as yet they are nothing more,) having induced in some persons a belief that steam can be advantageously introduced as a power of conveyance upon the turnpike roads of this country, it may be proper to give the subject some reflection.

Perhaps in no country in the world are turnpike roads better made, or kept in a higher state of repair, than in England: nor is there any other in which the steam engine and steam works are better understood or more easily and cheaply constructed and used: at the same time, animal power there is comparatively dear, population redundant, and mechanical talents extremely active. It is, consequently, in that country, if any where, that we should look for experiments of this kind; and especially since the full establishment of the success of the Locomotive Steam Engine upon railways. The application of the steam engine to conveyance upon land, as well as upon water, had been a favorite idea with men of mechanical genius, from the time that engine had first been successfully applied in the propulsion of machinery. Accordingly, near the commencement of the present century, experiments began to be made with steamboats and steam carriages simultaneously, or nearly so. Nearly 20 years from the commencement of the first trial served to bring the steamboat into full and profitable use and a period of equal duration elapsed between the first attempt and the successful running of the Locomotive Engine upon railways. The complete success, however, of this Engine in the rapid conveyance of persons as well as of commodities, was not attained the about five years more had elapsed in the year 1828. Since that date the astonishing results with the Locomotive Fmotive Figine, in its speed and effective power of traction, have been brilliant and demonstra-

d the perfecting of steamboats were, in the first place, the enormous resistances to be overcome, especially at considerable velocities or in the stemming of currents, since the opposing force of the water to the progress of the boat was as the squares of the relative velocities, and even rather greater than in this proportion. In the second place, the then state of the steam engine was not only cumbrous, but it was such as to require a much greater quantity of fuel than at present. With these two difficulties to contend against, added to want of experience with regard to the best form for the boat, and the proper description and arrangement of the paddle-wheels, the boat was at first loaded down with the machinery, furnace and fixtures whilst her motion through the water was extremely slow. Through the efforts of science and great perseverance, however, these difficulties have been so far overcome, that the steamboat now ranks amongst the most splendid achievements of man.

It was at first perceived that the resistance to the motion of carriages upon an iron railway was very small, and that this resistance did not augment by an increase of velocity. It was the same in any given distance along the railway, let the movement be fast or slow; for this is the law of friction; and there was no fluid or other substance on the smooth, hard, even surface of the iron rail to be displaced by, and to lessen the momentum of the wheels. Here was an important principle, altogether unlike that which opposed the motion of a boat through the water, and to this principle, added to the smallness of the friction, or resistance attainable on railways, is owing the possibility and utility of the Locomotive Engine; and it will be to the full developement of this principle that we shall yet be indebted for a fleetness of locomotion hitherto unpractised, and of which, doubtless, if the facts could now be enunciated, they would be received with unbelief and startling diesent

ling dissent.

But whilst the buoyancy of the water and the spaciousness of the vessel allowed comparatively slight improvements in the arrangement and working of the steam engine, as sufficient to enable it soon to approach the point of practical efficiency in the steamboat, it was quite otherwise in the steam carriage, where, in comparison, the space to be occupied by the engine, water, and fuel, was necessarily of very limited extent, whilst in point of weight their limits were likewise narrowly described. It was not easy to reduce the steam engine to the requisite portability at the same time that it should be capable of generating and working of steam enough to make it sufficiently powerful and

Of all the different kinds of steam engines that had been invented and used, but one only

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upon land, viz: The high-pressure non-con-densing engine, and this, for the greatest economy, to be worked expansively.
'I'his kind of engine, from its simplicity,

lightness, power, and lesser quantity of water and fuel, was soon found to be peculiarly well adapted to the purpose; nevertheless, it has been only within the last three or four years that the makers of Locomotive Engines have been enabled to combine in them the requisite qualities of lightness and efficiency, that have given eclat to this splendid application of steam, and the locomotive engine has now become as permanently established as any labor-saving machine. Yet it is believed that further improvements will be made, especially as to the generation of steam, which will probably be immediately followed by the rejection of the tender carriage as an appendage then no long-er necessary. This step by enabling the ener necessary. gine to draw one or two additional cars, freight ed with persons or goods, would alone increase its useful effects perhaps 12½ per cent.

Whilst the steam engine has proved eminently successful in its application to the propelling of boats upon the rivers, the bays, and the lakes, and of the Locomotive carriage and its train upon railways, still this potent prime mover has not yet been established as a motive power upon turnpike roads, notwithstanding that the unceasing anxiety of ingenious me that the unceasing anxiety of ingenious mechanics and inventors have been directed to this object for nearly half a century, or at least for more than thirty years. Very many carfor more than thirty years. Very many cargages, perhaps some hundreds of them, have been contrived and constructed, and many of them for a time manœuvred on good roads, for the manœuvre them for a time manœuvred on good roads, for limited distances, and with very little or no loads; at times performing feats of notoriety, and then disappearing with the evanescence of a meteor, whilst in one or two instances pasa meteor, whilst in one or two instances passification, is the sum of three different and distances amount of the road of the propelling them on a very level good road, as between by attrition at the axles; 2d, The resistance at the continue them on some of the peripheries of the wheels on the road; and the roads near London, but as yet it has been to the road of the peripheries of the wheels on the road; and the roads near London, but as yet it has been to the road; and 3d of these forces are as the distances are even with the maximum load of two tons and 3d of these forces are as the distances. impracticable to continue them in operation in any considerable length of time, under the most any considerable elegation time, unaer the most lines seed over, and would be the same whether favorable circumstances of road, partly on account of the frequent failures in their machinery: so that, much as we may regret it, the fact appears to be, that after an unprofitable expenditure of perhaps more than £100,000 in the street reason why this remains should so increase, have probable along the residue of the same whether same whether the same whether same whether the same whether same whole, there is not yet a single line of Stean Carriages usefully and permanently established on any turnpike road in England.

ges upon turnpike roads, however, is mainly attributable to the resistance which these roads offer to the progress of the wheels. Unlike railroads in this respect, turnpike roads oppose a resistance that increases as the velocity inreases. Upon the latter the carriage wheels pass upon a yielding surface of more or less firmness and tenacity, but which nevertheless gives way to their action. Semi-fluid substances, dust, earth, sand, gravel, and broken stone, are wrought up and displaced with a greater force, and a greater quantity of motion is imparted to them by the wheels at each increase of velocity, and hence the higher the velocity the greater is the shealths here of the greater is the absolute loss of momentum in the carriage. But whatever may be our speculations as to the cause, or its intensity, the 10 lb. per ton, of which the friction at the axles fact has been well established in a series of || s of lb. and the resistance at the rails to the rollcareful experiments made upon the Holyhead ing of the witurnpike road in England. This is an excellent road, both in point of construction and repair, made under the direction and according to the plan of Thos. Telford, Engineer, and frequently styled the Telford road. A set of experiments were made under the direction of of which the friction at the axles may be 19 lb. this Engineer, in order to ascertain the traction at different velocities with a stage coach weighing, exclusive of seven passengers, 18 cwt. The trials were at the respective velocities of Adam road in a velocity of 21 mil 8, 8, and 10 miles per hour, on each of five difficulty is nearly 8 times that on a railway.

are given as follows, viz:

	Force required in pounds							
Rate of ascent.	at 6 miles.	at 8 miles.	at 10 miles.					
1 in 20	268	296	318					
1 in 26	213	219	225					
1 in 30	165	196	200					
1 in 40	160	166	172					
1 in 600	111	120	128					

Thus it is proved that the force of traction on a turnpike road varies with the velocity; that is to say, the force required to pass over one mile, or any given distance, at the rate of 10 squares of the velocities, as is the case with boats moving in water. On the contrary, the resistance upon turnpike roads appears to have a ratio in a manner intermediate between those which occur upon railways and in navigation.

There appears a remarkable uniformity in the increase of resistance from 6 to 8, and from 8 to 10 miles per hour; so much so, that we infer the augmentation to be directly as the increase of velocity. The experiment on the ascent of 1 in 30, whilst it also shows an in-

Now the resistance to traction in these experiage is made to pass up an ascending line of road, is the sum of three different and distinct

sed over, and would be the same whether velocity was 6, 8, or 10 miles per hour, or other velocity. Therefore the augmentan at the increase of velocity was owing to

have probably already given.

Analising these results by separating the three forces, and adopting the clear indications The failure in the success of steam carria- of an increase of resistance at the road-surface in proportion directly as the increase of velociworse or better, the resistance at the road-surface in a velocity of 2½ miles per hour will be greater or less, and so likewise will the augmentation of this particular resistance at higher velocities be greater or less in the same ratio, the effect being proportionate to the cause; consequently, whatever may be the initial restance at the road-surface, or its amount, say at 24 miles per hour, it will duplicate at a velocity of 121 miles per hour.

The resistance at any velocity on a level rail-way properly constructed may be set down at ing of the wheels is 2 lb. per ton of the incum-

The general average of the resistance to traction on a level M'Adam road may be considered and the resistance at the road-surface 58 lb. per

ton, the velocity being 2½ miles per hour.

Hence the average resistance on a good M' Adam road in a velocity of 21 miles per hour

the statement of the complete of the contract
united the attributes applicable to locomotion different velocities in passing up these ascents come 185 lb. per ton, being 131 times that on the railway.

Considering this immense disparity in the resistances on the two kinds of road, and that the steam carriage to make good an average of 10 miles per hour on the turnpike road must actually travel at the rate of 12 or 121 miles per hour, is it surprising that the introduction of these carriages upon turnpike roads should not have been accomplished.

Moreover, we have just been calculating only with the average resistance upon the turnpike -whereas, instead of a resistance of only 77 miles per hour is greater than that required to b. per ton at 71 miles per hour, there will frepass with the same load an equal distance at 8 quently be found portions of the same road, miles per hour, and the resistance on an equal likewise horizontal, where the resistances will be as great as 107, 111, 114, 146, 171, and even at 6 miles per hour; so that the resistances upon turnpike roads are not as on railways directly as the spaces passed over, let the velocities be what they may; nor are they as the out the fighest of these is already, without significant to the velocities as is the case with 121 miles per hour, there will request to all the same load an equal distance at 8 quently be found portions of the same road, likewise horizontal, where the resistances will be as great as 107, 111, 114, 146, 171, and even of 228 lb. per ton at the same velocity of 24 miles, as the experiments on the Holyhead road evinced. The highest of these is already with 121 miles per hour, there will requestly be found portions of the same road, likewise horizontal, where the resistances will be as great as 107, 111, 114, 146, 171, and even of 228 lb. per ton at the same velocity of 24 miles, as the experiments on the Holyhead road rections of the same road. 21 miles per hour, more than 20 times the re

Now when we add the force necessary to surmount ascents, we hesitate not to say, that there is no turnpike road of any considerable extent in this country upon which it is probable that steam carriages can ever be made to run; and it is the opinion of eminent English Engineers, amongst whom is the well known Engineer and author, John Farry, and who are fully conversant with the experiments of Gurvity in addition to the very great retardation from friction and resistance at the road-surface, riments, as well as in all cases where a car-to be constantly encountered, even on the horizontal parts of the road. Such, indeed, is the amount of the resistances to be surmounted, that the adhesion to the road of the propelling on the wheel. In which case should the steam be sufficiently powerful, the wheel would continue to revolve without advancing the carriage. It is probably true that the adhesion upon a turnpike road on account of its roughness is greater than on an iron railway, and the amount of this force, available in traction, may be as 5 to 8 on the two respective kinds of road. It must, however, be recollected that upon railways there has never been less than two of the wheels of the locomotive employed as propelty, it will be found that the resistance from the lers, whilst it is entirely practicable at the same 2d source will be twice as great at 121 as at 21 time so to use all the four wheels; whereas, miles per hour. Now, as the road may be upon turnpike roads, on account of the great and sudden changes in direction which have almost continually to be made, but a single wheel at a time can be generally in gear so as to act through its adhesion as a propeller; and that it will be only occasionally and on the straight parts of the road that two wheels at the same time can be used in this manner, nor can more than two be so employed at any one time. Upon turnpike roads, the wheels must be perfectly cylindrical, whereas upon railways the principle of the cone is admirably and effitime. ciently available in effecting changes in the direction of motion. With these comparative advantages and disadvantages in the two systems, there can be no doubt, that though upon the turnpike the absolute adhesion is greater than that on an iron railway, yet relatively, as to the number of wheels that can be so employed at once, it will be less, and, regarding the resistances to be overcome, vastly less.

Taking into account the very slippery state of turnpike roads at times, from wet calcareous

earthy matter, mud, frost, ice, and snow, it is to be expected that whatever success may, in favorable states of the weather and the roads, ultimately attend the employment of steam carrisferent pieces of road, accending at the rate of a velocity of 24 miles per hour, however, ges, still their use upon turnpike roads will fre-1 in 20, 1 in 26, 1 in 30, 1 in 40, 1 in 600, re-on the turnpike, the resistance at the road-sur-spectively, and the results of the traction at the face will be doubled, and the traction will be-continued; whilst, at all times, upon roads of a

theatre upon which they can perform with use-ful effect. New lines of road must therefore be traced out, and new roads formed upon principles entirely adapted to this machine, at an expense beyond any thing we are accustomed to in this country, in relation to turnpike roads. This state of things however, can never be interested as the country of the er be justified, unless the practicability as well as the economy of this application of steam shall be fully and permanently ascertained, not in England only, but likewise in this country, where horse power for some ages to come will continue to be comparatively cheaper than in England.

Regarding the resistances to be met with even on level roads, it will be scarcely less practicable to simplify the engine and its appurtenances so that the carriage with the engine, water fuel, and attendants, shall not (without an accompanying tender carriage) exceed 6½ tons in weight, on four wheels, and when threefifths of the whole weight bears upon the road through the two propelling wheels, this is the maximum weight, having respect to the necessary economy in relation to the wear of the road and the durability of the wheels. The adhesion from a less weight than two tons on a wheel will doubtless, in practice, be found to be inadequate to the high degree of traction required even on the nearly level parts of a good M'Adam road. Then supposing to have been ascertained what, if possible to be done, still remains unknown; that is, that such a steam carriage has been perfected in all its essential details, in England, and that its employment there is found to be economical; it would still be proper for us to inquire whether it could be economically used here, and whether the saving over horse-power would justify the making of the necessary new roads. And, finally, whether, if the cost of a new road upon very extensive principles had to be incurred to satisfy the ends of trade and intercourse, it would not be better to adopt the railway, upon which the power would be ten fold more efficient.

The utmost that such a steam carriage could perform under the most favorable circumstances: that is, in the summer season, on a good M'Adam road, nearly level, and not ascending at the rate of more than 1 in 60, or for short distances, not more than 1 in 30, and this ascending line, straight, would be the conveyance of a single stage coach of 18 passengers and their baggage, at a rate not exceeding 10 miles an hour. What it could do in the winter season cannot be foreseen, nor is the analogy to railways sufficiently great to enable us to draw a definite conclusion from thence touching the probable relative performance of such engines upon turnpike roads in winter. Upon this point every one can form his own opinion, knowing with what facility the tracks of rail-

ways can be cleared of snow.
Two modes of using steam carriages have been proposed and advocated by their respective projectors, viz: the one in which the steam carriage is to draw after it a separate carriage containing the passengers—the other where the passengers are to be carried on the steam carriage. Could the latter be effected, some mechanical advantage over the former would at-tend it: it would however form a very cumbrous machine to be large enough to contain the engine, fuel, water, attendants, and passengers, with the requisite accommodation for the latter and their baggage, all on four wheels—whilst the expense could not materially vary in either mode.

It is altogether probable that should this me thod of conveyance be successful, convenience will require a separate carriage to be adopted. An English Engineer of eminence has said, in An English Engineer of eminence has said, in two engine of the same weight as the Steam hie very hearly a relation to this subject, that "all the constructions that have yet been tried with one carriage, to wit: 6½ tons, with 4 tons on the way, if indeed the driving wheels, would have an available adhesion of the ½ or 1120 lbs. over and above that sional annoyance from heat and noise, smoke and dust, and there is still an apprehension of danger from the boiler: hence passengers will tender, weighing 11 tons.

The friction or resistance to the traction on deally of the same weight as the Steam hie very hearly and the ve and dust, and there is still an apprehension of tender, weighing 11 tons.

Again, if we assume a line of railway 40 danger from the boiler: hence passengers will miles in length, and suppose 400 passengers invariably prefer to go in a separate carriage a level railway, with suitable machinery, need daily, (or 200 in each direction,) the passage

A CARLON STATE

. . . .

also offers a facility of changing the engine for another, or for post horses, in case it gets deranged, because the change may be made without unloading and discomposing the passengers. For common stage coaches there are strong motives to use a separate carriage, and if it can be brought to bear in comparison with horses, that mode will probably be most generally adopted by the influence of the passen-

The expense attendant upon the running of a steam carriage on a turnpike road will be much greater at an equal velocity than that of a locomotive of equal weight upon a railway, the resistance upon the former will be great and varying, and the consumption of the fuel will be enhanced probably 50 per cent., whilst the rapidity with which the steam must be generated in a boiler of such limited dimensions as it is believed must be used, and the very high degree of the elasticity of the steam employed, will likewise add greatly to the expense from the frequent failure of the parts in contact with the fire and steam. It is in evidence that the steam usually worked in the late experiments on turnpike roads had a pressure of 250 to 300 lbs. to the square inch. The difficulty of working steam of this enormous pressure is very great, it being impossible to keep the joints of the boiler, pipes, &c. sufficiently tight but for a very limited time. From this cause the expenditure will also be much increased. Again, the breakage and wear and tear upon the turnpike road on account of its greater roughness and unevenness will exceed that upon the railway, and consequently a greater number of spare engines for contingencies must be kept on hand. When all these relations are weighed, it appears probable that the daily expense of maintaining a steam carriage in full operation on a turnpike road will very considerably exceed that of a locomotive engine upon a railway. We should not in our present state of imperfect knowledge in this matter, and having in view the pay of engineers and other agents, the cost of water and fuel stations, engine houses, engines, carriages, fuel, attendants, repairs, renewals, and contingencies, venture to place the daily outlay, per engine in motion, at less than from 40 to 50 dollars exclusive of any tolls.

The supposition allows the engine to be capable of drawing 18 passengers at one time, and no more. Then if it run 100 miles in the day of ten or twelve hours, and carry in each trip on an average two-thirds of a full load, or 12 passengers, which is, perhaps, a sufficient allowance, considering the fluctuations of travel, the cost per passenger at \$40 per day will be \$3,33 1-3, or per mile 3 1-3 cents each.

Upon a road equally good 4 horses would be made to draw a stage coach carrying 12 passengers 15 miles a day, also at 10 miles an hour : one extra horse, however, for every team of 4 must be reckoned for each 15 miles, or a horse for each three miles, (that is, in each direction of the road, as each team would travel 74 miles forward and 71 miles back per day,) say 34 hours for 100 miles in one direction, three drivers would be sufficient, and it might be done with only two. Fifty cents per day will cover all the expense consequent and attendant on each horse, and 100 cents will pay each driver Daily charge for horses and drivers \$20. Add two dollars for wear and tear of coaches, and for all expenses consequent upon them, \$1 for agencies, and \$1 for contingencies, and the expense with horses will be \$24, which, if the average load be 8 persons, will be \$3 each, or at the rate of 3 cents per mile.

COMPARISON WITH RAILWAYS.—A locomotive engine of the same weight as the Steam

A Charles Land

horizontal grade, or nearly so, must be the only to be drawn by the engine-carriage; that mode not exceed 11 lbs. per ton in curvatures of theatre upon which they can perform with use-also offers a facility of changing the engine 1000 feet radius, and it may be reduced to about

eight pounds.
At 11 lbs. the engine would be competent to draw after it, on a level, a train of cars, the gross weight of which would be 100 tons, or a train of 23 cars, containing 70 tons of freight. Or, a train of 33 cars containing 600 passengers.

The performance up an ascent of 20 feet per mile, or 1 in 264, after deducting from 1120 lbs. adhesion, 104.5 lbs. the retardation of the engine and tender from curvature and gravity is found to be 52 tons gross, or a train of 15 cars containing 371 tons of freight—or, a train of 17 cars and 300 passengers.

The average velocity with the freight could be 74 to 10 miles per hour, and with the passengers 15 miles per hour, or even 20, if desirable.

At 15 miles per hour, the distance run in a day of 10 or 12 hours would be 150 miles. Now if we assume the daily expenses of the motive power and every thing connected with it, (adding also for the wear and tear of the train of passenger cars,) at the liberal sum of \$50 for each Locomotive Engine in operation at this velocity, excepting tolls, and suppose the average load at two-thirds, equal 200 passengers, then it would appear that the cost of carrying 200 persons would be 25 cents each for 150 miles, or only 1-6th of a cent per mile each.

If, however, only 100 persons were conveyed each trip, the expenses would be reduced by a less wear and tear of cars, and a less consumption of fuel to, say, \$44, and the expense per mile for each person would then be nearly i of

When only three cars with 54 persons made the load, the expense would be less than \$40; and the cost per mile for each person would then be about ½ a cent.

From all which it appears that the actual cost of the conveyance of passengers on such a railway will be less than with horses, by at least 24 cents per mile each, and less than by Steam Carriages on a M'Adam road by about 3 cents

per mile, each. Now if we assume a line of railway 350 miles in length, of such grade that a Locomotive Engine will convey with ease a train containing 50 to 100 passengers, and suppose the average number daily in each direction to be only 54, or in both directions 108 passengers, this would make, per annum, 39,420 passengers conveyed 350 miles; then as a less charge could be made on the railway than on the turnpike road, by 3 cents a mile per passenger, the saving on 350 miles would be \$10.50 each person, or in the number that passed in a year \$413,910, being 6 per cent. interest on about \$700,000, or \$20-000 per mile for the entire distance. Consequently, admitting the moderate supposition, (at least with regard to the railway,) that the net profits on the transit of commodities should keep either road in repair, the railway would be preferable at an excess of cost in the construction beyond that of the turnpike road of \$20,-000 per mile, when no more than 54 passengers should pass daily in each direction. Upon the snoun pass daily in each direction. Upon the railway, however, the passage would be made in 24 hours, whilst on the turnpike road it would require 36 hours; hence, upon the latter the passenger would consume the time and personal expenses of an additional day: both these could not be reckoned at less than \$2, which, for 39,420 passengers, would involve a loss of \$78,940 per annum, upon such a route, to the travelling community, nearly equal to the interest of an additional \$1,500,000.

If it shall be alleged that the turnpike road could be made shorter between the same termini, it may be answered, that in general it would be necessary to pursue ground affording a pro-file very nearly as favorable as that for the railway, if indeed the routes should not in a mountainous country be identical, otherwise the performance on the turnpike would be less than

day, and at a saving of 3 cents per mile each, it will yield daily \$480, or annually \$175,200, being the interest of a capital of about \$3,000,000. Hence on such a route, with such an intercourse, the public could afford to spend a greater sum on a railway than on a M'Adam road by **\$3,000,000**.

Again, if only 100 persons were to pass daily in each direction, equivalent to 200 passengers for 40 miles, the annual saving in the cost of transit on the railway beyond that on the turnpike road would be equal to the interest of about \$1,500,000, and by this sum might the cost of the former exceed that of the latter.

If we should take into view the transit of commodities in addition to that of persons, the preference in favor of the railway would receive further confirmation, whilst in the conveyance of the mail the preference would, if possible, be still more decided.

In the case of the railway, the velocity being greater, there would, as we have shown, be a aving to the passenger in time and money, as his journey would be performed more quickly, with less expense, and at a less price, and for these reasons a great accession to the number of persons travelling by this mode would be realised, and the wealth and rational enjoyment of the community thereby increased.

[For the American Railroad Journal, &c.]

RIDAU CANAL-The completion of the Ridau Canal, connecting Montreal with the lower extremity of Lake Ontario, is another signal mark of the advance of mechanical science on this continent; and, as forming an important link in the great chain of internal communication between Halifax and the Gulf of Mexico, is sufficiently an object of common interest to render a brief account of this magnificent undertaking not altogether unacceptable to the readers of your valuable Journal.

The difficulties which the British had to contend against during the late war with this country, in the transportation of stores, ammunition, and such articles as are requisite for carrying on an active campaign to advantage, first suggested the idea of a water communication between the provinces; and although at this early period the practicability of the undertaking bore rather a questionable aspect, its importance had been rendered so palpable as still to induce a number of distinguished individuals to direct their attention to the adoption of such measures as, with the aid of the mother country, would enable them to realize their wishes and place them on a more favorable footing in the event of a recurrence of hostile operations. That the project met with the conoperations. That the project met with the consideration its importance merited from the British parliament, and that its political advantages were duly appreciated by that body, is mainly ascribable its happy and speedy termination:—indeed, without the peculiary aid thence anticipated, the exertions of the Canaby by the construction of a series of locks, eight sideration its importance merited from the Bridians, however enterprizing, in a work costing rising of six hundred thousand pounds, could aggregate of eighty feet perpendicular rise; and availed nothing, and must necessarily have been deferred to an indefinite period; and by the melting of the deep snows in the regions thus have left a vast tract of arable land in a towards the northwest, a height of twenty-four wild state of uncultivation.

For, independent of the advantages resulting from this connexion in a political point of view, it claims additional interest for the facilities it holds forth both to the agricultural and commercial communities-by developing the natural resources of a large surface of country heretofore in a state of uncivilization-by promoting and giving a new spring to the trade of the pro-vinces—and by affording means of employment locks, likewise contiguous; and beyond a like the other by a rocky shore. To overcome the and giving a new spring to the trade of the proto the thousands of emigrants that are almost basin is constructed for like purposes, over fall existing here, which is about thirty feet, it daily arriving from the other side of the Atlan-which a fine arch of cut stone is thrown to af-

which, with ordinary exertion, the enterprise of the emigrant may extract its own reward and speedily place him on a comfortable and independent footing in the land of his adoption.

With these preliminary observations, and be-fore following the line along its route, it will be necessary to delay a few moments to notice the works at Bytown and its vicinity, as far as the rapids on Ridau river, which are by far the most extensive and interesting on the whole line of the Canal. Its discharge into the Otto-wa at this place, which is the lower extremity of the Canal, is marked by an extensive cover on the right bank of that river, in a gulley existing between the falls of the Chaudiere and Ridau. This point appears to have been reserved by nature for the purpose to which it is Ridau. adapted; and, indeed, bears every characteris-tic, both as to its banks and valley, of having been formerly the bed of the Ridau. The elevation of the mouth of the Canal above the level of the sea is estimated at one hundred and ten feet, while it is considered two hundred and eighty-three below the summit level on "Ridau Lake," and one hundred and twenty-nine below the level of Lake Ontario, at Kingston. Its distance from Montreal is computed at one hundred and twenty miles, and from Kingston by water one hundred and sixty, and by land one hundred and thirty.

Directly above the mouth of the Canal, may be seen the beautiful and magnificent catarac of the Chaudiere. It consists of a series of falls, more or less extensive, and amounting in all to thirty-one and a half feet perpendicular. But that which stands most prominent to view, and gives an appearance of grandeur to the whole, is at the broadest channel of the river, and known by the name of the Grande Chaudiere, or Big Kettle, from the peculiar formation of the cauldron into which the waters fall. This formation consists of a hard laminated lime-stone, in horizontal strata, and worn into its present horse-shoe shape by the constant abrasion of the rolling water over its surface. of the cauldron is said to be over three hundred feet—at least, a sounding line of that length could not be made to touch bottom.

Next in interest to these may be mentioned the Cataract of the Ridau. It is situated at the mouth of the river, where its dark green waters falling from an eminence of thirty-seven feet, in a single unbroken sheet, are not unlike the curtain from which the name is derived. They are neither so grand nor so extensive as those of the Chaudiere; but still are not wantindeed, the surrounding in natural beautiesing country is highly picturesque. The river finds its source in the Ridau Lake, eighty-five miles from the Ottowa, but is not occupied as the bed of the Canal till about six miles above its entrance, it having been found more expedient to make use of the natural valley and bay

in number, and each rising ten feet, giving an to guard against the heavy floods, occasioned towards the northwest, a height of twenty-four feet, with a corresponding increase of thickness, was given to the wings and piers of the lowest one. At the head of the first four locks, which are contiguous, a basin is constructed of sufficient capacity to contain several boats, and intended at the same time to act as a reservoir to meet the constant and heavy expenditure of

will be equivalent to 16,000 persons 1 mile per ulation, but also in yielding a resource, from ty-three feet in breadth, constructed in a liberal workmanlike manner, and present an elegant and commanding appearance. cost was £45,700

The reason for the adoption of this large scale for the lock chambers was the necessity of opening a navigation for the admission of steamboats. About seventy miles of the route pas-ses through either extensive lakes with bold and rocky shores, or soft swampy meadows, where good foundations were unattainable, Hence it besave at great additional expense. came necessary to do away with the ordinary towing-path, and enlarge the Canal to a surface of forty-eight feet, with a depth of five throughout, to admit the passage of steamboats from

one extremity to the other.

The towns of Upper and Lower By, so named after the commandant of engineers, Lieut. Col. John By, under whose superintendance the works were constructed, have already assumed a character and importance which, when their brief existence is taken in consideration, is truly marvellous. The towns already contain, in addition to their numerous dwelling-houses, two large store-houses for the use of the Ordnance and Commissariat Departments; three substantial buildings for the accommodation of the troops, erected on the highest eminence, so as to command both the river and canal; and at a short distance an excellent military hospital.

In the vicinity may also be seen, in the "Union Bridge," the execution of one of the most daring plans ever conceived. It connects
Upper with Lower Canada, and is thrown directly over the falls of the Chaudiere, taking advantage of the numerous rocky islands embraced by the diverging branches of the river at this place; and forming altogether a most magnificent and imposing specimen of civil ar-chitecture. The bridge is composed of six distinct arches, two of stone and four of wood, stretching from island to island with various spans, as circumstances required; and forming an aggregate length of bridge-way of seven hundred and eighty-one feet. The arches across the Grande Chaudiers and the Chanail Ecarte, or Suie-Carty as the boatmen have it, in con-sequence of the number of rafts wrecked in the channel, are by far the most interesting. These are both wooden truss-bridges—the first with a span of two hundred and ten feet, and the second with one of a hundred and sixty. manner in which these huge masses of timber were raised was to attach firmly to the rocks, on either side of the arch, strong and heavy chains; upon which chains, stretching across the stream, rested the string-pieces of the bridge; and at each point where the rest was effected, strong spars were lashed to hold all steady. From these spars proceeded strong ropes, placed on crabs, and which, when heaved, relieved the chains from bearing the extreme weight of the string pieces of the bridge between the abutments and spars, thus shortening the span and lessening the strain. In the centre of the stream a scow, securely anchored, contained a scaffolding, which was removed as soon as the three string-pieces were bolted and secured by a sufficient number of braces to prevent their sagging.

Now, taking leave of Bytown and its vicinity,

and proceeding along the line until it strikes the river, little of interest occurs, saving a singular break in an interesting ridge of land, extending for several miles at an average depth of about thirty-five feet. It is known under the name of the "Notch in the Mountain," and affords an opportune passage for the canal, which would otherwise, in order to pass it, have had

to encounter a heavy excavation.

At the point where the canal enters the chanwater necessarily attendant thereon. Directly nel of the river are found strong rapids, contic. On this last account, it will indeed be an ford a medium of communication between Upinestimable blessing to the mother country, per and Lower Sytown. These locks are one
tion by three ten-feet locks, raising the walls of
not only in easing them of a large surplus pophundred and thirty-four tere, in length and thir. the upper one three feet higher than those of the "Black Rapids"-to which point, and indeed thence all the way to its source in "Ri-dau Lake," the channel of the river continues dau Lake," the channel of the river continues our western country; and, as a consequence to be used. The Ridau, like other rivers in so doing, will afford to our enterprising fel-Canada, is a combination of rapids and long low-citizens in that direction a wider field of acsheets of still water, alternately intervening, and a new resource for the disposal of their and to overcome which it is ever necessary to agricultural productions. For although, as behave recourse to locks and dams. There are fore observed, the end of this work is entirely have recourse to locks and dams. fourteen rapids between Bytown and Ridau Lake, which are destroyed by as many dams, and twenty locks of various lifts, amounting in all to two hundred and eighty-three feet, and all constructed in a handsome, permanent man-mer, doing credit alike to the skill of the architect and the liberality of his employers.

The "Ridau Lake," which is the proper sum-

mit of the canal, is a beautiful expanse of clear green water, thirty miles long and twelve broad, surrounded on all sides by bold, rocky, and pre cipitous banks. The only interruptions which the navigation encounters across this lake are at "Oliver's Ferry" and "Ridau Narrows," where considerable extra expense was incurred to overcome the currents there created by the

contraction of the waters.

Continuing the use of the Ridau waters for the space of forty-five miles on the summit level of the route, its course finally bends towards the "Cataraqui River," which has an outlet in Lake Ontario near Kingston. An excavation of ten feet for the distance of a mile and a half across the isthmus, existing between "Ridau" and "Mud" lakes, was necessary to effect this object. The latter lake is three and a half feet below the level of the Ridau, and has a length of twelve miles, with an average breadth of ten, studded all over with innumerable small islands, which give it quite a picturesque appearance. It is intended eventually to raise the waters to the level of the summit lake.

Leaving this lake the canal enters the "Indian," and thence, instead of making the long detour of the river, encounters a cut of six feet, by which, in a more direct line, the distance is considerably shortened. Thence following the course of the "Cataraqui" to within fifty-five miles of Kingston, a dam is met with, backing the water as far as the last mentioned lake. The rapids connecting this with "Davis' Lake," on the right side of the river, are surmounted by a dam stretching across just above the mill-dam now in use. This dam backs the water through a channel on the left side of a small island in the centre of the river, into the first lock, where the canal enters; and thence, at, say, eight hundred feet lower down the same rapids, a second dam on the right side of another island is erected, with a separate lock on the left channel, again, as before, discharging the canal into the river. By these works the rapids, which before were highly dangerous and difficult of accommodation, are entirely destroyed.

Again, following the course of the "Cataraqui River" for the further distance of eight miles, and successively passing "Davis" and "Opinicon" lakes, together with their intervening rapids, surmounted as usual by a dam and lock, you arrive at a point called "Jones' Falls," thirty-five miles from Kingston. These falls descend sixty-one feet within the mile, and connect "Opinicon Lake" with "Cranberry Marsh," where the river holds its source Marsh," where the river holds its course through a narrow rocky ravine. This fall is evercome by a dam and six locks. Thence, passing three more smaller rapids, with their customary works, the line at length reaches "Kingston Mills," where the Cataraqui empties itself into Kingston Bay, a part of Lake Ontario, and five miles distant from Kingston. This is the upper extremity of the canal on the Canada side, and is terminated at its junction with Lake Ontario by the erection of four locks of nine feet each. These locks are built in a peranent manner, and, like the others, are high-

The other, so as to act as a guard against the important and beneficial effect on the future nues to the city instead of one. It is intended freshets. This dam backs the water as far as prosperity of our Canadian neighbors. It gives in the first place to build on the plan of M'Adam. prosperity of our Canadian neighbors. It gives them access, through the medium of the lakes and the Welland Canal, to the whole trade of political, and in another war would much facilitate the operations of our enemies in that quarter, yet such an event must necessarily be too remote, where every thing is to be lost and nothing gained on their part, to encourage for a moment a single idea of apprehension on ours. The work can, therefore, only be regarded by us in its most favorable light, as perfecting the longest line of internal communication in the world, that from the Gulf of St. Lawrence to the Gulf of Mexico; and as disseminating, in its progress over the thousands of miles of territory through which it courses, nothing save wealth, peace, and happiness. F. New-York, February 2d, 1833.

WILKESBARRE AND LEHIGH RAILROAD. public meeting was held at the Court House in Zanesville west, to the point where the Ohio ca-Wilkesbarre, on Monday last, with the object of taking into consideration the propriety of creating a railroad between Wilkesbarre and Lehigh. According to the Wilkesbarre Demo-crat, a numerous concourse of citizens attended, and an address and several resolutions were united with mortar, for the most part, of inferior adopted, expressive of their feelings in relation

That paper says:-"The facilities for constructing a Railroad from this place to the river Lehigh are great—the distance being but about twelve miles. The mouth of Wright's creek is the proposed point of junction with that river, to which place the Lehigh Company are bound by their charter to complete a slack water navigation. By conciliating the good feelings of that company, a direct and expeditious bridges and culverts have been contracted for, communication with Philadelphia would at once and, with the exception of the wooden strucbe laid open to this valley, which would en-hance the prosperity of our people to an incalculable extent. We rejoice to see our citizens active in the promotion of an object so deservedly useful, and could this communication be effected, we hazard the assertion, that the inhabitants of this extensive coal and agricultural region would not be surpassed in enterprise and prosperity by any portion of Pennsylvania."

BALTIMORE AND SUSQUERANNA RAILROAD. On Wednesday last, says the Baltimore Patriot, Mr. Findlay, of Westmoreland, presented to the House of Representatives of Pennsylvania a petition from the Baltimore and Susquehanna Railroad Company, for power to extend their railroad to the Susquehanna river, at or near York Haven, or to Harrisburg. Mr. F. moved its reference to a select committee. A debate of some length ensued, in which Messrs. Findlay, Durkee, of York, M'Culloh, of Franklin, and Lacock, of Beaver, supported the reference to a select committee. This reference was opto a select committee. This reference was op-posed by certain members, on the ground that the power asked by the company might inter-fere with the state improvements. The petition nal improvements.

Troy and Bennington M'Adam or Rail-road.—We even rejoiced, says the Troy Press, to receive an account for publication in our paper to-day of a meeting of the persons who have the interests of this enterprise in charge, containing resolutions of an intention to prose-cute the undertaking immediately. We are cute the undertaking immediately. We are glad to be informed of this movement, and have no doubt the sentiment will be responded to by the entire community. The resolutions, which ly ornamental as well as creditable to the work. have been unavoidably crowded out of this pa-This finishes a very general account of a per, contemplate an application for the alterawork that, in its bearing, must have a highly ition of the charter so as to admit of two ave. I tirely too small to satisfy the wants of the road.

in the first place to build on the plan of M'Adam.

THE RAILROAD.—We do congratulate our friends, says the Winchester Virginian, upon the passage, by the House of Delegates, of the bill authorizing a subscription of \$45,000 on the part of the State to the stock of the Winchester and Potomac Railroad Company. Late advices from Richmond speak of its passage in the Senate as a matter not at all to be doubted; and thus it is now no longer problematical whether the work will go on.

NATIONAL ROAD.—The following, says the Zanesville Republican, is the Report of the Chief Engineer in relation to the National Road in Ohio:

Cumberland Road in Ohio.-The officer of engineers who, in accordance with your instructions, was assigned to the superintendance of the construction of this road commenced his duties on the 13th of August last. The operations on this road during the past year have been confined to that portion of it lying between Zanesville and Little Darby creek, which includes a distance of about sixty-six miles. From nal crosses the road at Hebron, all the bridges quality, excepting the culverts, which are of dry stone masonry. These structures, however, to the projected improvement, and praying the stone masonry. These structures, however, legislature to grant an act of incorporation to a quire but slight repairs. The surface of the The surface of the road for a distance of twenty miles west of Zanesville has received a covering of six inches of stone of various qualities, consisting princi-pally of lime stone. From the 21 miles west of Zanesville to the Ohio canal the road has been graded, and is ready to receive the first stra-tum of metal. Between Hebron and Columbus, comprising twenty-seven miles, all the tures for the canal feeder, Black Lick creek. Big Walnut creeks, and Alum creek, have been completed, in all probability, before this. masonry on this section is also composed of different varieties of sand stone, and of a mor. tar of much better quality than that before men. tioned.

> Contracts were entered into last year for clearing and grubbing that portion for the road included between the twenty-seventh mile west of Zanesville and Columbus; but, in consequence of many parts of it having been received from the contractors in an unfinished state, and other parts having been abandoned by the contractors in the same condition, it will be necessary to place them again under contract before the operation of grading can be commenced. Measures having been taken to have the road graded between Hebron and Columbus, it is expected that a rough grade, sufficient for the passage of carriages, will be accomplished by the first of January, and that the full grade

will be completed by the first of June next.
On that part of the road between Columbus and Little Darby, many of the bridges and culverts have been constructed, and the grade was finally referred to the committee on inter-incarly completed. The interests of this portion of the road appear to have been almost en-tirely neglected. With the exception of the wooden bridges over the Big and Little Darby, which are represented as having been well built, there is little on this section of the road that deserves commendation. The stone masonry, which is of an inferior limestone, is of bad quality, and altogether disreputable to the great national work of which it forms a part.
Gravel has been placed on some parts of it, but of such kind, and in such condition, as to be injurious rather than serviceable; and many of the culverts which have been constructed will require to be enlarged, having been made en-

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RAVIROAD SURVEYS .-Improvements has made its Report to the Legislature, covering the Reports of Mr. Rawle, of his Surveys of the Central and Yadkin Railroads, which we will take an opportunity hereafter of presenting to our readers. We confess ourselves disappointed at the result which Mr. R. has come to in his estimation of the expense of constructing a Railroad between this City and Beaufort. The Citizens of Raleigh have and Beaufort. The Citizens of Raleigh have just completed an Experimental Railway from the city to a Stone Quarry in the vicinity, which will not cost more than \$2,500 a mile, and we had believed that the country through which the Central Road would pass is fully as favorable for such a purpose as that between this city and the Stone Quarry, yet Mr. R.'s estimate is upwards of \$5,000 a mile. The expense of constructing the proposed Yadkin Railroad is estimated at between 8 and 9,000 a mile. we presume, had Mr. R. continued his Survey of the Central Road westward, the estimate would have been still higher.

We fear that if the Central Railroad cannot be accomplished at a much less sum than Mr. Rawle's estimate, it will not, at present, be ef

fected.

Would it not, in the mean time, be desirable if a sufficient subscription can be obtained for the purpose, to continue our Experimental Railroad to some point on Neuse River, from whence good boat navigation could be had at most seasons of the year? The Road thus made might hereafter form a part of the Central Road.—Raleigh, N. C. Jan. 4, 1833.

ST. HELEN'S AND RUNCORN GAP RAILWAY. On Wednesday last a train of coal wagons started from the Broad Oak Collieries, at the northern extremity of the St. Helen's and Runcorn Gap Railway, and passed along the line to the docks constructing at Runcorn Gap, and in a tub of water for a few days, strain the con-were there discharged into a vessel, which left tents of the tub through a coarse cloth, apply the docks the following tide. Although the fresh water and repeat the operation a few times wagons travelled the extreme length of the and dry them to about the same state as before line, it is not considered as a general opening, and then measure and weigh them, he may (which, however, will very shortly take place,) form some estimate of the loss he sustains by (which, however, will very shortly take place,) but resulted in a wager between a coal propri-etor and the resident engineer of the Sankey Canal,—the former gentleman persisting, that it would be possible to convey a vessel load of coals to the Mersey by his railway before the the company. The mersey by his railway before the lat of December. It is needless to say, that this was accomplished. The train was accompanied by Peter Greenall, Esq. the chairman of the company, Thomas Kidd, Esq. of Widnes, and several other directors of the line, and performed the journey under the direction of Mr. George Thornton, the resident engineer of the railway and docks. These gentlemen were accompanied by the highly respectable contractors for the execution of the line, Messrs. Now ell, Thornton, and Seed, together with a number of the workmen and inhabitants of the neighborhood of the railway.-[Liverpool pa-

WOODWORTH'S PATENT PLANING MACHINE -A Machine patented under this title is now in operation at the Furnace of Messrs. Stick-ney & Yerrington, in this village. It is designed for planing, tongueing, and grooving, old; and it is very probable that half of the floor-plank, ceiling, &c. It performs the labor sheep in the United States die before they see in a workmanlike manner, and what is unquestionably of much importance, brings the plank to an equal thickness and width. It will finish 18 feet of plank per minute, thus accomplish-ing an amount of labor equal to 35 men, during ordinary working hours, at an expense of about one-sixth the usual rate. It is far from being complicated in its construction, and is consecuently not liable to get out of repair. Three the winter, could not, perhaps, turn her attendances are placed upon a cylinder, which retion to a more profitable object than eggs. By feeding fifty hens with the best food to make the could not, perhaps, turn her attendances are placed upon a cylinder, which feeding fifty hens with the best food to make the could not, perhaps, turn her attendances are placed upon a cylinder. By the could not, perhaps, turn her attendances are placed upon a cylinder, which results are placed upon a cylinder are plac

-The Board of Internal of practical utility, and cannot fail of being an important acquisition, wherever building to any considerable amount is in progress.-[Lockport Balance.]

AGRICULTURE, &c.

[From the New-York Farmer.] Suggestions relative to Farmers' Work for February. By the Editor.

Supposing the farmer to have, agreeably to our suggestions of last month, the general plan of his operations well digested and clearly marked out, it will now be important to give his attention to the particulars.

Zeal and Enthusiasm.—The first requisite after having matured a system of management with great judgment and caution, is to enter upon its execution with a zeal bordering on enthusiasm. We see what zeal can accomplish in politics, religion, science, literature, and other matters. In farming its power is equally potent.

Perseverance.—Next to zeal, untiring perseverance is indispensable in accomplishing the objects of the farmer. The changes which he can produce on his farm require timeof them successive series of years. He consequently should consider perseverance an im-

portant trait of his character.

Manure.-No attention should be spared in preserving from waste all the manure made on the premises. If the stable have inclined floors to carry off the urine, there should be a drain to convey it into a cistern, in some part of the yard where it will not be lost in percolating through a porous bottom. If the farmer would calculate the quantity of water that falls on the surface of a barn yard, and then take a bushel of fresh horse droppings, weigh them, put them letting all the washings of his yard be wasted. It is not sufficient to imagine this experiment to be done, but he must actually perform

Cattle kept Warm .- It cannot be expected that live stock, particularly horses and cattle, will thrive well while they are exposed to the extremes, and to the violent storms of winter. Milch cows, kept in dry, comfortable stables, will continue to give milk longer, and in greater quantities. When exposed, their spirits and constitutions are affected—predisposing them to disease. Should there be a late spring, and fodder become scarce, the horses are less fit for the hard labor of spring, and the cows have feeble calves, and afford them but scanty nourishment. It is not well to keep them in apart-ments very close. They must have pure air,

and be comfortable.

Sheep and Lambs .--During this month the sheep will begin to drop their lambs. The utmost care and attention are requisite to preserve the lambs. It is said more than half of the human race die before they are two years two weeks. This mortality, in both cases, is probably owing to defects in the constitution, produced by inattention to the dictates and requirements of nature, rather than as the results of physical laws. On this subject we refer our readers to page 8 of our preceding number.

Eggs .-- A farmer's wife, who has leisure in the winter, could not, perhaps, turn her attention to a more profitable object than eggs. By

Cutting Timber.-We often hear great diversity of opinion expressed among farmers on the proper time of cutting trees, both for fuel and for building timber. There certainly is a very great difference, for instance, in oak. Some will burn much better than others, and some are far more durable than others, even when cut in the same season. The study of phytology will undoubtedly throw some light on the subject. It is very clear that open woods or single trees, freely exposed to sun, air, and winds, are very different in respect to the solidity of the particles and to the quantity of moisture or sap contained in the sap vessels or pores, from those growing in moist soils, and so close as to exclude the sun. If to these circumstances we add that of the difference in soils producing either a quick or a slow growth, the time of felling timber will not be considered as the only cause affecting the qualities of wood.

Ploughing .- Should the frost be out of the ground any time during this month, it would well to break up some kinds of soils well for those who apprehend being hurried in

their spring ploughing.

Grass Lands.—Many farmers turn their cattle into their meadows while the ground is soft. Scarcely any day in winter is meadow land in a state not be injured by their feet. the ground is thawed to some depth, they make deep tracks, and when only on the surface to an inch or two, the injury is equally as great by the slipping and sliding of the cattle. Clover Seed.—Those who omit to sow their

clover with their wheat or rye in the fall, would do well to attend to it about the last of this month, when the ground is soft or covered with If a sufficient quantity was not sown at the time of sowing the grain, the deficiency can be made up. Old meadows that have but can be made up. little or no clover, may have some seeds sown, particularly if they are to be scarified, and to receive a top dressing of manure.

Draining.—There are some situations where it is less tedious to cut drains when the ground is frozen than in any other season, of the year. Where there is but little or no water unfrozen, the digging, or rather caking, is not as difficult as one would appre-

Bees .- It would be well to inspect the hives, and supply any deficiency of food that may exist.

Farming Implements.—These should be examined, the necessary repairs made, and what

may be wanting supplied.

Fattening Cattle.—A practical, scientific farmer informs us that cattle fed on clean, raw potatoes and good English hay, will fatten with great rapidity if they are kept comfortable and warm. The potatoes and dry hay reciprocally and alternately sharpen the appetite for each other.

Mental Improvements.—The winter evenings and other leisure time should be diligently employed in mental exercises, particularly relating to rural matters.

Scuppernone Grape.—This grape is said not to succeed by cuttings, but by layers and graftings. Mr. Sidney Wells, of Brinkleyville, N. C. observes, in the American Farmer, that "about two years since, I visited Capt. Burling-ham, near Louisburg, N. C. having understood he had cultivated the Scuppernong with great success. He showed me twelve vines, extending over a quarter of an acre, suspended on lath or scantling, over frames, supported by posts about eight feet high, from which the year preceding he had five hundred gallons of wine, (worth as many dollars,) besides having abundance of fruit from the same vines for himself and neighbors. Some barrels he had made with, and some without spirits. One barrel saved without brandy, made of first gleanings, the planing is effected, and tongueing and grooving by a process somewhat similar. Should during the months of January, February, and saved without brandy, made of first gleanings, took twenty-one pounds of sugar to make the months furnish a large proportion of the neighbor. The invention seems to be one cities.

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grapes by handfor otherwise, putting them in a sack made of cotton bagging and then pressing as for cider. He mentioned he had safely sent the grapes to friends in Washington city, and other distant places, in boxes, after they were picked from the vines by hand. But I am becoming tedious."

SILK WORMS.—The editor of the American Farmer, after stating that there is a first rate silk reeler in this country seeking employment at moderate wages, gives the following valuable information on the best mounting materials:

"The best material for the worms to mount upon that has ever yet been suggested is common broom corn. The tassel of the broom corn is to be cleared of the seeds by an iron comb or some similar apparatus; the stalk cut off just below the bottom or junction of the straws; so much of the tops of the straws cut off as will make them of proper length to set between the shelves with the top spread out and pressing against the upper shelf, and the bottom resting on the lower shelf, thus forming an object considerably resembling a small tree.

As many of these may be put into each shelf, as will accommodate all the worms on it. This is our mode, and though we have resorted to all others suggested in the books as practised in Europe, we have found none to answer so good a purpose, to say nothing of the simplicity and economy of it."

SISAL HEMP.—Under date of Nov. 13, 1882, from Port Sisal, Yucatan, Dr. Perrine says:

"I am at this moment engaged in making confirmatory experiments with the Agave Si-salana. It is even much better than I stated in my paper on the Sisal hemp. There is a field of 5000 plants at only 2 yards apart, within three hundred yards of this table, in a very flourishing condition, although planted in the dry sand of the sea-shore, within two hundred yards of the water, which it is asserted will give at least three pounds each, annually, will give at least three points each, almust year, and need but one cutting; but as it makes very recognize the plant which he describes by one little difference when, a large plantation will supply work for dressing every day in the year. Adam's needle, Eve's thread, bear's grass, and Heretofore it has been thought that the plant silk grass. The subscriber is highly delighted would not do well at less than 15 to 30 miles at the encouraging opinions expressed by the from the ocean, but this experiment shows that Judge of the probable results of its cultivation it will bear the sea air; and although its growth on a large scale. The Yuccas, however, are may be much slower, yet it produces sufficient. ly to stimulate cultivation in the worst places. Calculate for yourself 1210 plants to the acre of sandy sea shore, giving 3 pounds of Sisal hemp every year, after the first three or four, or we will even say 5 years, for ever and ever.
Farewell at present, as I must see the Indian scrape six leaves of *Cheloin*, to compare their fibres with that of six leaves of the Saoqui.

H. Perrine.

Sisal Hemp-Letter to the Honorable the Chairman of the Committee on Agriculture of the House of Representatives in Congress assembled at Washington City. By H. PER-RINE, United States Consul at Campeachy.

SIR,-As unavoidable events have detained the subscriber in the United States, he yesterday evening had an opportunity of reading the printed report of your committee on formation in regard to the culture and improvesavage has but slight incitements to any further Tropical Plants, dated April 26, 1832, and ment of fruit. The association may consist of headed Report No. 454. The letter of H. M. classes, embracing a county, or contiguous urgent wants. Laboring people in civilized Brackenridge, appended to that Report, and dated Pensacola, Dec. 29, 1831, contains the fruit season, in the respective districts, at the fruit season, in the respective districts, at the fruit season, in the fruit season, in the fruit season, in the fruit seaso

ted States but one species of the Genus and antal expenses. Numbers would be no object. Plants to which the Sisal hemp belongs, viz. Three in a county, or thirty in the whole, the Agave Virginica. In England, according would perhaps effect more good than ten times to Sweet's Hortus Britannicus, 2d edition, 1830, thirteen species of Agave were introduced be-tween the years 1640 and 1826. In Eaton's Manual, five species of Yucca are noticed all of which are indigenous to our Southern States. In Sweet's Hortus, twenty-three species are mentioned as introduced into England between the years 1596 and 1829. It is highly probable that Judge Brackenridge alludes to that species which is called the Yucca filamentosa, of which I have seen plants, both in this city and Newark, which have grown in the open air during many years, and have passed unhurt the severe cold of our last winter, and which I am sanguine in the belief may be cul-tivated in various parts of even our Northern States. Having sent several leaves, some of which are partially dressed, to the Hon. J. N White, the committee are "espectfully referred to him for these specimens of a member of the great family of plants, which includes both the Tenax, or New-Zealand Flax. They all long to the same artificial class-and order Linnæus, viz. Hexandria Monogynia; and 🤊 though botanists have arranged them unc different natural orders, they should be an grouped in at least a natural class, to be called the Liliaceous plants. The Phormium is placed under the Asphodelew; the Agaves, under Bromeliacew; and the Yuccas, under Tulipato an unlearned citizen, would be compared to the Lilly, the adjective to embrace all analogous plants has been adopted by the subscriber. All liliaceous plants, whose fresh leaves yield valuable fibres, are included in his enterprize,

and constitute the prominent objects of his ambition; and he trusts that every member of the committee will live to see the day when, in consequence of the general outlivation of these plants, the common hemp and common flax will be no longer desirable objects of American agriculture. Judge Brackenridge will probably recognize the plant which he describes by one Agaves. Even the tree-like species, the Y. Gloria, has leaves of less than one third of the length of the leaves of the Pitas. The seeds of the Yucon filamentosa and of the Agave haratto are enclosed for comparison by the committee. I have the honor to be, sir, very

respectfully, your obedient servant,
H. PERRINE, U. S. Consul for Campeachy.
Tammany Hall, May 15, 1832.

A Proposition-Pomological Society. By J. B. To the Editor of the New-York Farmer and American Gardener's Magazine.

I beg leave to propose, through the Farmer, Mr. Editor, the formation, in the Valley of the Hudson, of a Pomological Association, for the purpose of acquiring and disseminating in-

was simply this. A sheet was suspended undereath and the frame above was shaken with a forked stick, when all the ripe grapes descended—and so repeated the process as others riped—and so repeated the wine by mashing the pend. He made the wine by mashing the of Botany, 5th edition, 1829, there is in the Universe by handless otherwise than the grapes by handless otherwise them in a street of the subscriber's letter published to concentrate this information from all the classes, when it might be collated and published to concentrate this information from all the classes, when it might be collated and published to concentrate this information from all the classes, when it might be collated and published they differ more widely than they differ more widely that common flax and pending the premiums nor contributions, otherwise than the pending they are all the classes, when it might be collated and published they differ more widely than these numbers.

We have probably more good varieties of indigenous apples than any other country, many of which are not known beyond the neighborhood where they first grew; and very little has been done to compare and ascertain the relative merits of different varieties, for the kitchen, the table and the press-distinct qualities seldom combined in the same fruits. Pomologists of Europe have produced recently many new varieties of fruit, particularly of the pear, highly worthy of trial in our state. We are yet to learn how well they are adapted to our climate, and which are most deserving of culture. The culture of the grape, too, is becoming a subject of national interest, as a marial for wine, and as a healthful and delicious

it for the table. Our information as to its alture, the soils to which the varieties are adapted, and as to the varieties best suited to our climate, is yet very crude and imperfect.

The experience and observation of our pomologists, if concentrated, arranged and published, would afford invaluable information upon these rebjects. And perhaps, there is no portion of our country in which the culture of fruit may be turned to so certain profit as in the valley of the Hudson.

The pleasures of social intercourse, the opportunities of comparing truits, the facilities of obtaining the choice varieties, and the information essential to their successful culture, and, above all, the high gratification which a benevolent mind ever feels in adding to the comforts and happiness of society, would, me-thinks, be an ample inducement for gentlemen of leisure and taste to become members of such an association.

To test the feasibility of the plan, and to bring it into active operation, if feasible, in the shortest time, I further propose, that as soon as thirty gentlemen shall signify their willingness to join such an association, by letter, to the Editor of the New-York Farmer, that he call a meeting, in order to organize and put it in operation. And I give him my name as one of the thirty, with a pledge, that a respectable class shall not be wanting for the county of Albany. In the mean time I solicit the views of Pomologists upon this, as I deem, interesting subject.

Albany, Jan. 16, 1833.

ERGOT OR SPURRED RYE .- We caution those who are in the habit of using rye for bread, to examine it well before it is ground, to ascertain whether it contains any ergot or spurred kernels; if so, they should be carefully separated, as they are very poisonous, and the smallest possible quantity has a deleterious effect upon the system. When the spurred kernels are separated, they may be reserved to kill flies with, as a sweetened decoction of them is the best preparation for that purpose that we have ever tried.—[Genesee Farmer.]

PROPERTY AND CIVILIZATION .- Little or no progress is made in civilzation, until property in land is established and rendered secure.

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AGRICULTURAL SOCIETIES IN NEW-YORK.-It affords us no ordinary pleasure to have tidings, by almost every mail, of an increasing disposition in favor of these associations—associations that are, we trust, destined not only to sustain, but to advance the relative pre-eminence of this empire State. The following article we copy from the Syracuse Argus, of the 24th ult. The members of the General Committee of the State Society have acted their part well, and we hope they and the other members of the County Society will have the pleasure of beholding, as the fruit of their labor, the advancement of their fellow-citizens in wealth, refinement and happiness.

ONONDAGA COUNTY AGRICULTURAL SOCIETY. -Pursuant to public notice, a meeting was held yesterday in this village, by which a County Agricultural Society was instituted, and the following persons were elected officers of said Society

President—Dan Bradley.
Pirst Vice-President—T. M. Wood.
Second Vice-President—V. Birdseye.

Secretary-V. W. Smith. Treasurer-O. R. Strong. Auditor-I. De Blois Sherman.

Committee on Agriculture-John Sprague; Sylvanus Tousley; David Monro.

Committee on Horticulture.—James Bradley;

Daniel Kellogg; Curtis Moses.

Committee on Domestic Manufactures and Household Acts-Azariah Smith; Nathan Monro; Otis Bigalo.

SAVING INJURED TREES .- Suppose one of our readers should have a valuable tree, which peditiously, but in less proportion than turwas a present from some endeared friend and nips; an acre for the former having been found Gladstone Hall. The Hon. Mrs. Gladstone and her three ters at a work table. Enter Gen. G. from the same exit being seriously injured, he should save it and to fatten one in four more than the same excause it to grow vigorously by reading the following article, would he not think himself abundantly compensated for the price he pays for our paper for a whole year?

"Mr. Knight, (florist and nurseryman, in the King's Road, Chelsea,) made the following successful experiment on a mulberry tree, which, except one very large branch, was either dead or decaying. When the sap had ascended, he barked the branch completely round near its junction with the trunk of the tree, and having filled three sacks with mold, he tied them round that part of the branch which had been barked, and by means of one or two old watering pots, which were kept filled with water, and placed over the sacks, from which the water gradually distilled, the mold in the sacks was sufficiently moistened for his purpose. Towards the end of the year, he examined the sacks, and found them filled with numerous small fibrous roots, which the sap, having no longer the bark for its conductor into the main roots of the tree, had thus expanded itself in throwing out. A hole having been prepared near the spot, the branch was sawn off below the sacks, and planted with them, the branch being propped securely. The next summer it flourished and bore fruit, and is still in a thriving state."—[Jesses' Gleanings in Natural History.]

PEACH TREES.—Timothy Matlock, esq. plants his Peach Pits two inches deep in good garden mould. When the plant rises high enough to shoot out side branches, he cuts them off, taking great care not to injure the leaf that stands at the base of each side shoot. The vigorous and uninterrupted growth of the tree depends on the preservation of these leaves. He recommends the trees to be washed with pure cool water by the aid of a brush or coarse cloth, and sand to be heaped up around the tree to keep off the worm.

METEOROLOGICAL RECORD, FOR THE WEEK ENDING MONDAY, FEBRUARY 4, 1833. [Communicated for the American Railroad Journal.]

D	ate.	Hours.	Barome- ler.	Thermo- meter.	Winds.	Strength of wind.	Clouds from what direction	Weather and Romarks.
Jan.	29	6 a. m.	30.30	24	WaW	light	w by s	cloudy
		10	.32	26	wsw-w	føint	·	l '
		2 p. m.	.21	33	w to N		wsw	—fair
		6	. 16	32	N	١		cloudy
		10	.10	32	٠	١	· · ·	1
46	30	6 a. m.	29.91	33	wsw	light -mod'te		∤
		10	.88	35	1	moderate		l
		2 p. m.	.79	42		light—faint	1	l
		6	.74	43	1	faint—light		rain
		10	.64	41	ENE	modfh-gale	[gale during night
- 44	31	6 a. m.	.40	34	NE by E	gale	ENE	rain and sleet—rain scuds from EN
		10	.48	34	NE-NE by N	١ ٠	!	fine sleet—snow at 1 p. m.
		2 p. m.	.54	26	NNE	1	NE	snow—lower scud from NE
		6	.69	24		strong	NNE	cloudy NNE
		10	.78	22	N by E			l
Fet	b. 1	6 a. m.	.96	14	и by w	moderate	NNW	fair
		10	30.04	14	NDV W-NNW	fresh		l
		2 p. m.	.06	18	NNW	moderate	w	—light cirri from w at 4 p. n
		6	. 10	17		light	l	l
		10	. 15	15		1		l
**	2	6 a. m.	.20	14	N by W	moderate	i	cloudy
		10	.20	19	W-WNW			lfair
		2 p. m.	.12	25	WNW	1	WNW	low and light scuds from N
		6	.08	23	NW	1		bank of clouds at wat 5 p. s
		10	.10	22		1		cloudy
4	3	6 a. m.	.09	20	w	l	NNW	1
		10	.10	26	W-WNW	fresh	N by W-NNW	fair
		2 p. m.	.05	28	NW]	NNW	.,
		6	.09	25	1	moderate	i	clear
		10	.12	22			1	
44	4	6 a. m.	.20	18	NNW	1		i
		10	.20	20	!	fresh	l	1
		2 p. m.	.16	26	NW	l	Į.	
		6	.16	27	1	moderate	!	1
		10	.17	26	l ::	light	i	cloudy

Average temperature of the week, 25.7.

CABBAGES .- It is asserted in Dr. Rees' Encyclopædia, that "cabbages possess the property of fattening cattle not only more exent of the latter crop."

BRIGHTON MARKET, FOR THE YEAR 1832. ESTIMATED SALES.

First Quarter, ending March 26-								
5069 Beef Cat	tle	-	\$ 190,087 50					
453 Stores	-	-	10,193 50					
6194 Sheep	-	•	18,573 00					
515 Swine	_		2.575 00					

\$221,429 00 Second Quarter, ending June 25-

_						
	3247	Beef C	attle	-	\$126,374	00
	349	Stores	-	-	8,725	00
	4316	Sheep	-	-	9,711	00
	3303	Swine	-	•	17,340	7 5

\$162,150 75

Third Qu	arter, endin	ıg	Septer	nber 24	
6736	Beef Cattle	_		\$ 212,184	00
1972	Stores	-	-	29,570	00
	Sheep	-	-	73,960	32
1577	Swine	-	-	3,154	00

\$318,868 32

Fourth Quarter, ei	nding	Dece	mber 31—	
25755 Beef Cat	tle	-	\$579,487	50
7112 Stores	-	-	92,456	00
51555 Sheep	-	-	103,110	00
9302 Swine	-	-	20,922	00

\$795,975 50

RECAPITULATION

40,007 Beef Ca	ttle	-	\$1,108,133 00	
9,886 Stores	-	-	140,943 50	
100,583 Sheep	-		205,354 33	
14,697 Swine	-	•	43,998 75	

81,498,429 58

1830		1831.			
Beef Cattle Stores Sheep Swine	37,767 13,685 132,697	Beef Cattle Stores Sheep Swine	33,922 15,400 84,453 26,871		

MISCELLANY

[From the London Court Journal.] FASHIONABLE TACTICS. ONE'S COUNTRY NEIGHBORS.

ters at a work table. Enter Gen. G. fromgus rice.

Gen. G.—Helen, my dear, go and see whether
there are any letters for me on my library table.

Helen G.—Yes, Papa.

Gen. G.—Mrs. Gladstone, I have invited the
Brooke Park party to shoot and dine here to-morrow. Be sure to warn Helen, before they arrive,

that young Achsley comes with them.

Mrs. G.—Then why ask them at all? You might have postponed it till next week? I suppose he is is not going to pass the autumn with those people?

Gen. G .- Next week Sir Richard Brooke himself is off to shoot on his Yorksbire estates; and I thought Maria would be better satisfied the pe should take place before his departure .- Eh! Ma-

Maria G.—Indeed, Pa, Sir Richard's movements

are no concern of mine.

Gen. G.—I know it, my dear; and no fault of your's either. However, I have given you and Helen a last chance. I find that, in spite of Lady Brooke's manosuvres, Acheley is at present under no positive engagement to her daughter; and Sir Richard told me explicitly this morning as we were riding home together from Luistone, that he is looking out for a wife; which, to the father of three unmarried girls, is saying a great deal.

Mrs. G.—Maria,—Sophy,—my dears; the after-

Mrs. G.—Maria,—Sophy,—my dears; the after-noon is very fine, go and take a turn in the shrub-

bery. Sophy G.—Thank you, Mamma, I have a dreadful cold.

Maria.-And my ancle is still very weak after my sprain.

Gen. G.—Nonsense, nonsense, Mrs. Gladstone; let them stay and hear what I have to say. don't fancy you can keep two overgrown girls, of two or three and twenty, in the dark on such points?

Mrs. G.—How often must I remind you, General,

that Sophia is only one and twenty?
Sophy G.—Lest birth-day, Mamma.
Gen. G.—I have kept Lankley Wood and Brick. heath Farm (my two best preserves) for the Brook Park party. They will be over to breakfast. Take care that none of the girls make their appearance. No sportsman can ever bear the sight of a woman till dinner time. Give them plenty of cold fowl, pigeon pie, and chocolate, but no yeung ladies.

Mrs. G—I can only tell you, for a certainty, that

Lady Brooke and Marian preside at the tea table promised these young men a good day's sport,—and subversion of social order,—the overthrow of all our every morning throughout the shooting and henting a good day's sport they shall have.

Season; follow the gentlemen to the stable yard and Mrs. G.—Let them have it, and welcome!—But downfall of the country.' every morning throughout the shooting and hunting season; follow the gentlemen to the stable yard and kennel,—pat the horses.—pet the dogs;—see the refreshments packed, and pretend to enter, heart and soul, into the whole affair.

Gen. G .- Then rely on it that, with all their hearts

and souls, the men wish them at the devil.

Mrs. G.—So you may fancy; but there are certain little attentions which men swear at the first week, endure the second, and begin to look for, as indispensable, on the third. Whatever you may have heard, General, Marian will catch young Achsley at last; and I shall always think that Lady Brooke has behaved a very shabby, unneighboring way about it. I told her myself, before Easter, that he was all but engaged to Helen.

Sophy.-Yes, Mamma! But you gave her at the same time such a flourishing description of his estates in Cheshire, and his chance of succeeding to the Granstone peerage, that any one might

have predicted what would happen.

Maria.—Lady Brooke is such an artful woman. What right has she to quarter herself as she does at Brooke Park? Her living there amounts to forbidding the banns of any marriage her son might be inclined to form.

Sophy .- And she has such a cunning way of what she calls making the house 'pleasant to young people;' which consists of getting up charades where Marian plays the first parts; and concerts, where, after our thundering sonatas, Marian is brought forward to sing one of her beautiful English ballads.

Mrs. G.—I have my owh opinion of women who make their daughters sing English ballads! It cannot be as an exercise of their skill, or to display their proficiency. But we all know that no sort of music tells half so well with young men. This was the secret of Miss Stephens's popularity, and Mrs. Waylett's; and Lady Brooke has been mean enough to turn it to account. The most provoking part of it is, that Helen's voice is too loud for ballads,—Sophy's too low; whilst poor Maria has none at all! Gen. G.—And my little friend Marian the pipe of

a blackbird!

Mrs. G.—Yes; you are always willing enough to disparage your own poor girls! I should not have been very much surprized, had you asked Miss Brooke and her mether to dinner to morrow to meet the young men!

Gen. G.—Surprised? Why of course I did! How could I do otherwise? Invite away the whole party staying in her house, and leave her there to dine

alone? Pahaw!

Sophy.-Marian and Lady Brooke are not sports men, Papa; they could not expect to be asked to shoot at Brickheath Farm.

Maria.—Sir Richard went to shoot at the Min

pray where are you going Mrs. Gladstone? Mrs G.—To write an excuse, and put them all off.

You do not suppose I will tamely sit by, and see my daughters' interests sacrificed ?

Maria.—Really, Papa, you have no sort of delicacy Mrs. G.—It is quite out of the question that this chaffering, higgling, calculating, political economier party should take place. We might have mists of pleasure) constitutes one great charm of the dinner party should take place. We might have done very well for three or four young men, who, provided they get champaigne and claret enough, 'But what makes your Ladyship so inveterate take no notice of the minutize of the table. But just now against London? You amused yourself Lady Brooke's standing in the county entitles her well enough there last season?' to be treated with respect .- I cannot think of having Lady Brooke without white soup, a second might have said. All that sort of thing is over now!"

doorse of creams and carainels, and all that sort of 'What sort of thing?" thing. It is now near six o'clock, and Tompkins 'T always requires a day's notice. I shall certainly year." write and put them off.

Gen. G.—Did any one ever hear of anything half day, on some election business. Almack's stands so ridiculous! As if it were not fifty times more where it did; Howell and James's (the Pantheon of ungratious to put off Lady Brooke, than to receive her without white soup!

Mrs G.—I dare say you think so, for it is quite indifferent to you how bad an opinion she may form of use all. But after her triumph over me respecting flaven I have an eye to the progress of public events. The sheek will not be so astounding to Ministers,—and the gentlemen of the bar (as in Harry Achsley, I shall take care not to put it in her power to say impertinent things of me. I shall tell "My dear Lady Manningham, the Cassandrian then you will admit, as I do, that it was nothing

a good dinner is quite another affair. Why, we literally should not have time to get down fish from town; and you knew very well what young Mincing had the insolence to say about one muddy trout and cray-fish sauce!

Gen. G .- I never knew nor care. point I am decided, that Brooke and his two cousins, and Harry Achsley breakfast and shoet here tomorrow : and that Marian and her mother join them at dinner.

Maria .-- I will answer for it, Papa, Sir Richard does not care for turbot.

Sophy .-- And I am sure, Mamma, Harry Acha

ley can dine without white soup.

Mrs. G.—Very well,—very well!—I see you are

all leagued against me;—and you must take the consequence. Let them come!—You will find— [Enter Footman, with a letter.]

Footman.-A note from Brooke Park. Ma'am (Exit-)

Mrs. G. (reading.)-Ay! I might have gue so!—I might have known she would take care that neither Acheley nor Sir Richard came within a mile of Gladstone!

Brooke Park, Tuesday. 'My son requests me to assure you, my dear Mrs. Gladstone, that in accepting the General's kind invitation this afternoon, (hypecrite! he was quite unaware that I had already engaged the Minc. ings and a large party to dine here. We are, thereings and a large party to dine here. We are, therefore, under the necessity of stating our very great regret at being unable to wait upon you—(horrid woman! With united kind regards from all here to the General and your dear girls, 'I am most faith-

fully yours,

Very well!—It's all mighty well!—But I will
manage to pay her off for these manceuves.—
Sophy, Maria! I ineist upon your going to take a
walk!—Of all the hateful people en earth, commend me to one's Country Neighbors.

[From the London Court Journal.] REFORM AND REPORMATION.

Why so dispirited, my dear Lady Manningham? cried her country neighbour, Mr. Losely, the other

day.
Sir Lionel won't go to Brighton.'

. He is very right—we want him sadly here in the country.

'For what?-I am sure you are overrun with equires; this part of the country is quite a equirewarren ?

But why are you so anxious for Brighton

you will go to town for the meeting of Parliament.'
'Yes! and a pretty town and a pretty Parliament
it will be! I would as soon stay in the country!-cings, the other day; and I know Mrs. Mincing
took care not to be bored with his mother and sister.

Gen. G.—Very likely, young ladies; but Lady
Brecke is the widow of one of my oldest friends, and
Gen. G.—Wery likely, young ladies; but Lady
Gen. G.—Very likely, young ladies; but Lady
Gen. G.—Wery likely, young ladies; but Lady fine ladyism, exclusivism,—what you will!—the last place where people are wise enough, and not too wise, to be amused;—the last place where ——!

'The Miss Manninghams can command their Mazurka, or Galoppe, or Charade, night after night, at General G.—Nonsense !—absurd !—the girls will have an equal chance! They are three to one gainst poor Marian. Besides, Sir Richard can't marry his own sister; so Miss Maria will have a fair shot at the young Baronet.

Maria Rasile Rasile Rasile and Salakawai are on their guard, and stay away.'

gains are on their guard, and stay away.'
'True. And the absence of these "p people" (the place."

' Last season indeed--the last of the seasons, you

'The gaieties of the town, in its May-day of the

'And why, pray? I was in London the other the divinities of the West) is more brilliant than to hard labor as houseless poor, and the Useful Arts

ever; Hyde Park is not ploughed up; and——'
"Wait!—as Slade and his Mussulmans say

me as to many others.'
'My dear Lady Manningham, the Cassandrian

And on what grounds, I beseech you?

On all the grounds that lie between the Land's End (where Praed was kicked out) and York, where Lowther was kicked out.'

'Your Ladyship is a Conservative, I perceive.'
'Of course. Conservatism is the Palladium of

my sex.'
'Ay, ay! I'm afraid the Réformers are not so for-

'I really know nothing about women Mr. Localy. But with respect to the ladies of the land, I should like to know what the Whigs have done since they came into power, to merit our suffrage? My Lord Brougham, with his penny magazines, and Lord Palmerston, with his powder magazines, what are

they to us?'
'Not much, I admit.'

'Now just look at these fine new broom Members, these Reformers,—these root-and-branch men, and their pledges.

'I do look at them--with admiration!

And I with consternation !—You have very lit-tle notion of the light in which their proceedings are viewed by the butterfly moiety of humankind, the Psyche half of the Androgynes. You hear them pledging themselves on the hustings to support free trade; in which we read a threat that our cookmaids shall rival us in caps of blonde and gowns of gros de Naples. You hear them declaim against Negro Slavery; in which we read a sentence against bone bone and café au lait. You find them promising to put down places, pensions, and pluralities, which we interpret into the extinction of fancy balls, decadence of the opera, loss of equipages, jowels, plate, and pictures.

'You see a prodigious way into a millstone!'
'Ah! my dear Sir,—time will show. Needs
caust when the Radicals drive! I should like to knew what sert of consistency there would be, or fitness of things, were Mr. Bulhead to get up in the House, and roar about the necessities of the people, the heaviness of taxation, and the sinfulness of lux-ury, while Mrs. and the Miss Bulbeads were eating a sovereign a day in cream ices, and squandering ten times as much in bargain shops on French silks

and Belgic lace!

'But why should they squander eleven pounds

per diem for the—'
'There!—Just as I predicted!—"Eleven pounds
per diem." A poor-house phrase already. The
odious system is already beginning to work! Every little agrément and gratification of our lives will be submitted to these profit and loss calculations. Oh for the golden days of good King George!-the

days of gimerackery and——'
Gynecocracy l—Oh! indeed!—But do not alarm yourself my dear Lady Manningham. It will be some time before Reform penetrates into the gilded boudoir of the fine ladies. We have a great deal of

work on hand. 'Perhaps se! But when once that work begins, the social system will vibrate through every nerve. On my honor, I tremble to think on it! No fashionable novels, no Court Journals, nothing but romances, stuffed with political economy, or chemistrate thinks with the lower last and the state of try, or natural history, in which the lovers, instead of making lover-like love, sit on two chairs, to talk shout gases and semi-metals;-or take a stroll in the country, to moralize on the beard of a thistle.-Even the Annuals are beginning to be full of " useful knowledge,"-geographical, conchological, or

zoological.'
'Tant mieux!'

'The world having grown into its second child-heod, is putting itself to school, and preparing a pretty rod for its own back.'

Better than the dunce's cap and feather it has

worn so long."

'Ay, ay!-when you have passed a year or two hy, ay:—when you have passed a year of the in the service of the people, and been cuffed and sworn at for your pains; when you have enjoyed those rational conversazioni, and gone to a few balls where calisthenic exercises usurp the place of quadrilles;—when you have seen the Fine Arts sentenced elevated into nine new muses;—when you see London Washingtonized, St. Stephen's conventionized, power to say impertinent things of me. I shall tell the way of the control of the first tensor of the firs

SUMMARY PROMILATE ENGLISH PAPERS.

The Elections to the Reformed Parliament were still in pro s at the last dates. There will be a strange gathering in St Stephen's Chapel, this month, when the new House of Com-Where the son of the Duke of Wellington Lord Dougo, failed of obtaining a seat, Gully, the retired box wful horse-racer, is elected. Hunt is thrown out and Cobbett is thrown in. Our readers will be amused with his address on being elected. It is thus given in the papers:

Cobbett on his return for Oldham, made to the Electors this أحممه

Cobbett on his return for Oldham, made to the Electors this speech."

"Gentleman of Oldham,: I trust that what you have now done will be astended with benefit to ourselves and to our countrymen at large. In giving me such a colleague as you have given me (Mr. Fielden,) you have added greatly to the honour conferred upon me 'not, however, on account of his great possessions' and magnificent establishments: but on account of his well-known, his proverbial, justice, and kindness towards all those, from khose labour his acquisitions have arizen. Every part of his character presents to the nation something which reflects honour upon the man whom you have chosen for his colleague; but, in my estimatiou, this point in his character exceeds in excellence all the rest. Gentlemen, for many years it appears to have been the study of the numerous hordes of men andivomen, who have utijustly lived upon the fruit of our labour, to speak of the working people as if they were an inferior race of beings. During all these years, I have been expressing, and you have been feeling, indignation at this insolence in the tax-fatted cormorants. You have now had an opportunity to give them the appropriate answer. You have taken one of the 'lower orders,' as they had the insolence to style us, and bidden him to go amongst them, to maintain your right to just government in the House of Commons. Many as are theyears that have rolled over my head, I have not forgotten the time when, in my blue amook frock and clumping nall shoes, I trudged along beside the plough-horses, each leg of which horses was pretty nearly as big as my body. I have not forgotten the imolent wretches said, "Let Aiss—let Cobbett—come he s. nad see will show, and hard fingers. How often have the insolent wretches said, "Let Aiss—let Cobbett—come he s. nad see will shown make him find his level!" While they exclaimed, "Let him come," they lied and they bribed, and expended hundreds of thousands, not of the him come. You have now time or presence of mind to state; but the

Mr. Walter, long the editor, and one of the chief proprietors of the London Times, goes in as one of the county members for Berkshire. He has ever been an unsparing castigator of old Cobbet's venality and versatility. It is to the honor of the constituency of Leeds that they elected MR. MACAULEY; though with a just perception of the true character of a representative, he refused to bind himself by pledges.

The Cabinet seem to have taken pains to allay the apprehen sion of many persons, that still further and unlimited measures of reform were in contemplation. Mr. STANLEY, at the poll in Lancashire, held this language :-

set produced no other effect than that of removing but two

suggest produced no other effect than that of removing but two broks.

The difficulties were such, that in the day following it became a matter of deliberation, whether they should not resort to the more certain, though mere tedious, process of opening the breach with artillery. Oen. Haxo persisted; and at six o'clock in the evening of the 11th, the engineers crossed the fosse a second time, still unobserved by the besleged in the fortness, who, by a lucky chance, could not enfilled this fosse, which is not under any guns but those of the city itself.

The firing of the be-slegers against the Citadel was besides at 'this time extremely quick, in order to turn off the attention of the garrison. To give you an idea of its rapidity, I need only tate, that on this night 77,000 cartridges were consumed. After a hard labor of esveral hours, and the employment of petards, the men at last succeeded in destroying a coating of brick, and a thick layer of cement, by which they attained their object. An excavation was soon made, into which the miners entered. Thus these reso uts men refinained lodged in the very flank of the lunette, from the 12th to the 12th; and during the stime they had due to the slepth of thirty feet under the platform of the fort. The excavation was in the form of a T, in the upper part of which there were three was charged with 60 kilograms (1,000 be. English) of powder. The remainder of the night was employed in filling up the excavations with a considerable number of sacks of earth.

It is now said, that at nine o'clock the officer commanding the lunette rand a suspicion of what was going on, and commu-

of carth.

It is now said, that at nine o'clock the officer commanding the lunetts trad a suspicions to General Chaseé, who sent him answer that he must be mistaken. Be that as it may, about four o'clock this morning, every thing being prepared, the train of the mine was fired. The soldiers then retired within the second parallel, and in half an hour after a violent explosion, followed by an eruption of stones, several of which fell at our side, an ounced that a practicable breach had been effected. The first letosation was followed by a second, occasioned by the explosion of a small cragarine of shells and greandes, which had the appearance of a brilliant discharge of firs works. The garrison if the lunette took the explosion as the effect of a bomb.

We have seen no statement in the French accounts of the ope rations of this siege, which enables us to judge at all of the los on their part by which it was accomplished. The London Cou rier of the 22d Dec. the day previous to the surrender, says:-

With respect to the losses already incurred by the whole of the French army of coercion, we have seen accounts on which we can rely, which state them to amount to not less than seven thousand men in killed, wounded, and sick.

Now Gen. Chasee's whole garrison did not exceed at any time 4000 men, and as there were no bloody sorties, nor cont any sort in the trenches, we can hardly believe the French loss so great as the Courier estimates.

The Paris correspondent of the Times, under date of 18th December from Paris, thus writes concerning the affairs of Belgium, and those of Spain :---

Belgium, and those of Spain:

The rise of one-half per cent. which took place in the prices of the funds yesterday was entirely owing to the news of the taking of Fort St. Laurent, which the speculators at the Bourse look spon as the immediate foreruner of the surretder of the citadel keel. In other quarters, however, the resistance made by the garrison is still expected to last until the end of the present month. The state of the Belgic question will not, indeed, be greatly advanced by the fall of the citadel, but as it is quite syident that it will not promote the interests of the King of Holland, it may tend to render him more willing to listen to reason, especially as the critical state of the affairs of Turkey is beginning to engross the autontion of the principal European Power, and threatens the Datch King with a serious diversion from his concerns, and the loss of the prospect he has till now entertained of ultimate interference on the part of Russia and Prussia in his favor.

or reform were in contemplation. Ms. STARLEY, at the poll in Lancashire, held this language:

His Majesty's Government had known that the great body of the people was sound: and, knowing that, they would have been amourthy of holding the relies of Government had they refused to extend the franchise as it had been done, and granting to them the right of electing representatives, and thus sharing in the Government of their native and the contending the people, and courredicting all the professions that they had come forward under, if they should not be streamous in their resistance of any attempt to carry the extension further: The Gov'thad come forward with a complete measure of reform, which the people had adopted as the new charter of their liveries; it had been so extensive as to alarm and the content of the complete the content of
We conclude for to-day with the report of a trial involving a point in the law of insurance, which may be important to m

point in the law of insurance, which may be important to merchants.

**Compbell vs. Richards and others — Mr. Polick stated the case for the plaintiff, the substance of which is as follows:—

In the year of 1827, the plaintiff, who was a merchant at Sydney, New South Wales, consigned a quantity of goods to London, by the ship Cumberland, to the care of Mr. Emshett, who went passenger by her, and in the event of any accident to that gentleman, to the care of the defendants, who were merchants in Leadenhall-street. The plaintiff wrote by another ship, the Australia, to his friend Mr. Harria, a solicitor, requesting him to hand that letter to the defendants, but not until after 30 days from its receipt were expired, in order that the defendants may have been destined in the care of the care of the care of the care of the defendants, who, on the following day effected the insurance at the ordinary amount of risk. The Cumberland, and her crew had passengers (Mr. Emmett and his two children), have never since been heard of, and at the expiration of twelve months the defendants applied on behalf of the plaintiff, his principal, to the underwriters for the amount of the policies, when they retused to pay, alleging that the defendants had withheld from them, when the insurance was effected, what appeared to them material, viz. that the insurance was not made until 30 days after the arrival of the letter of instruction, and declaring that the risk in consequence was greater than it had been represented to them. The defendants brought an action in this Court against the underwriters, but failed, because the Jury were of opinion that the information which hid been withheld was material, and ought to have been communicated. The defendants applied for a new trial, and the judges decided that the information which hid been represented to them. The defendants brought an action in this Court against the underwriters, but failed, because the Jury were of opinion that the information which hid been withheld was material, and ough

ing it arter the time.

Sir James Scarlett made a most powerful defence. He canded that there was no case of great negligence or ignoral. That for a meremistake the defendants could not be liable, that it was clear that they had acted bone fide, and with

best intentions.

The Lord Chief Justice in summing up, said, that no imputation whatever rested on the characters of the defendants, for they had no doubt done what they conceived was the best. The chief question for the jury was, whether the customs of the trade was so notorious in making the communication adverted to, as a to charge the defendants with great ignorance in not knowing it, and acting upon it.

The jury found a verdict for the plaintiffs—£4,700, minus £500, being the extra risk, at the rate of 12 per cent. which the plaintiff would have had to pay if the cargo had been properly insured.

HOME AFFAIRS.

CONGRESS.

Tuesday, Jan. 29.

The Senate proceeded to the special order of the day, being the bill to make further provisions for the collection of the duties on imports.

Mr. Wilkins resumed his speech, occasionally inerrupted by Messrs. Miller and Calhoun. We have not room to publish it, but in concluding he stated the following precedents, in support of the fifth sectien of the bill reported by the Judiciary Committee:

The fifth section authorizes the employment of military force under extraordinary circumstances too powerful to overcome without such agency, and to be preceded by the Proclamation of the President. What he had already said had reference also to this section of the bill. He would now merely refer the Senate to some precedents.

The first precedent which he would notice was to The first precedent which he would notice was to be found in the Act of May 2d, 1792, vol. 2, p. 284, repealing the Act of Feb. 28, 1795, resewing the power to call forth the militis, which Act was still in force. This law grew out the Western Insurrection in Pennsylvania. Like the present bill, although the marking in reader to mark that course it was merely intended to meet that exigency, it was so framed as to continue in force. So the bill under consideration, tho' it had special reference to S. Carolina, pointed not to her alone. If the opposition to the laws should extend, and the spirit of disobedience should exhibit itself, whether in the South or Nerth, the general principles of the bill would be equally appli-cable. It was an amendment of our code of laws to which the attention of Congress had now be called, and which was rendered immediately neces

ed, and which was rendered immediately necessary by peculiarity of our situation.

The second precedent to which we would invite the attention of the Senate was the Act of the 3d of March, 1807, vol 4, p. 115, "to suppress insurrections and obstructions to the laws," and "to cause the laws to be duly executed." That act authorized the President to call out the land and marked to cause the suppress insurrections. Es. These were val force to suppress insurrections, &c. These we

the objects for which then, as in the present bill, this extraordinary power had been conferred.

Another precedent would be found in the Act of January 9, 1809, sec. 11, vol. 4, p. 194, to anforce

Diaitized by

the Embargo, and which gives the power to employ the Embargo, and which gives the power te employ the land and naval forces, in general terms, to assist the custom house officers. There was at that mement a great excitement, although nothing like the solemn position in which South Carolina has now placed herself. Yet it was deemed expedient to confer on the President this power.

He would now refer to the last precedent with which he should trouble the Senate. It so hapwhich he should trouble the Senate. It so mappened in the History of Pennsylvania that that State took from Virginia a strip of land bordering on the Alleghany and Ohio rivers. On this strip of land where Virginia had been accustomed to exercise jurisdiction, for which she had opened the titles, and where she had held her courts, there arose an insurrection. This had been called the Western Insurrection, but it was a singular fact that it was confined to this narrow strip of land which Pennsylvania took from Virginia. The President was then authorized to call out the Militia of the State, because they were not committed against the United States, but were willing to obey the call. The man to whose name history has no parallel, put himself at the head of these troops to quell the insurrection. All power was placed in his hands by the act of Nov. 24, 1794, vol. 2, p. 451, and the President was authorized to place in West Pennsylvania a corps of 2,500 men, either drafted or

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rennsylvania a corps of 2,500 men, either drafted or enlisted.

The surth sextion of the bill had reference to the replevin law of South Carolina, and was justified and rendered necessary by the 12th section of that act which qrohibited any person from hiring or permitting to be used any building, to serve as a juli for the confinement of any person committed for a violation of the revenue laws, under penalty of being adjudged guilty of a misdemenor and fined 1000 dollars and imprisoned for one year. The State law, therefore, closes all the gaois and buildings of South Carolina against prisoners held by process from the United States for a refusal to yield obedience to their laws. It was necessary, therefore, that something should be done.—The case might not be fully met by the resolution of 3d March, 1791, vol. 2, p. 235; and this section merely incorporates that provision, without the introduction of any novel principle.

The seventh and remaining section of she bill extends the writ of habeas corpus to a case not covered by existing laws. These laws do not extend to any other than cases of confinement under the suthority of the United States, and when committed for trial before the United States, and when committed for trial before the United States Courts, or are necessary to testify. He referred the Senate to vol. 2, p. 63, to the 14th section of the judiciary set. The present section merely extended the privileges of that act, which was so essential to the protection of the liberites of our clitens. It extended the act to cases of impisonment for executing the laws of the United States. There would be nothing objectionable in this section, it came in conflict with no code of law. If a clitizen were confined under the provisions of the Ordinance of the 34th Nov. 1838, he could have no remedy under the laws as they now exist. As all such cases arose under the laws of the State of South Carolina, this section, having fully attempted to explain the reasons which had induced him to give his sanction to the bil

Mr. W. B. Shepperd, of North Carolina, address ed the Committee till near 3 o'clock, in opposition to the Tariff Bill.

Mr. Slade next obtained the floor, and continued to occupy it in a speech on the same side of the question, until near 8 o'clock. At a quarter past 5, he gave way for a mution to rise, which was nega--ayes 45-noes 72.

Mr. Bates, of Mass. obtained the floor, and after some remarks on his peculiar situation, in reference to the subject before the Committee, signified his willingness that the question should first be taken on a slight verbal amendment of the bill, offered by Mr. Verplanck, after which he should move to rise.

The question was taken, and the amendment was

adopted.

Mr. Bates then moved that the Committee rise; which motion prevailed—ayes 64, noes 60.

The Committee thereupon rose, and the House adiourned.

Wednesday, January 30—In Senate. Mr. Smith, of Maryland, offered the following resolution :

Resolved, That the Secretary of the Treasury be directed to submit to the Senate a statement in regard to the domestic exchanges of the United States,

showing—
1st. The amount of domestic bills purchased by the Bank of the United States and its branches dur. ing the year 1832, with the amount of promium of then the House adjourned by year and nays—year exchange thereon.

2d. The amount of domestic bills, collected by the Bank and its branches, but not purchased.

3d. The amount of drafts drawn by the Bank and its branches on each other, or on State Banks out of the places in which the Bank and its branches respectively are situated, with the amount of pre-

mium charged thereon.

4th. The amount of notes of the Bank and seve ral branches, received at the Bank and at other

branches than those from which they were issued.

5th. The amount received by the Bank and its branches, of the notes of the State Banks established out of the place where such branches respectively are situated.

This resolution lies on the table.

House of Representaives.

Mr. Adams presented to the House a memorial from the Legislature of Massachusetts, strongly expressive of its dissent to the passage of the bill before the House to reduce the tariff.

The memorial was read, and referred to a Com mittee of the Whele House on the state of the Union. Mr. Adams inquired of the Speaker whether he had received a memorial addressed to the House by the Tariff Convention of New York, with a request

to present it?

The reading having proceeded some time, the further reading was, on motion of Mr. Adams, dispensed with; and the memorial was referred to a Committee of the Whole on the State of the Union, and

ordered to be printed.

The House then proceeded to the orders of the day, and resumed consideration of the Tariff Bill.

Thursday, January 31.

In the SENATE, Mr. Grundy submitted a resolution for the appointment of a Committee to join such Committee as may be appointed by the House of Representatives, to ascertain and report a mode of examining the votes for President and Vice President of the United States, and of notifying the persons elected of their election. At one o'clock, the Senate resumed the consideration of the bill further to provide for the collection of duties on imports. Mr. Bibb continued his argument in opposition to the bill. After speaking two hours, he gave way to a motion by Mr. Poindexter, that the Senate adjourn, which was negatived—ayes 11, noes 19. Mr. Bibb rose, but gave way to a motion by Mr. Buckner, that the bill be postponed to, and made the special order for to-morrow, for the purpose of proceeding to the consideration of Executive business. Mr. Poindexter renewed the motion to adjourn, and asked for the yeas any nays, which were ordered, and were—yeas 14, nays 20. Mr. Bibb then spoke about fifteen minutes, when he again gave way to a motion by Mr. Mangum, that the Senate adjourn, which carried-ayes 17, noes 14.

House of Representatives.
On motion of Mr. Wilde of Georgia, to recondider the vote of the House by which a Memorial from the Legislature of Massachusetts, on the subject of the Bill to alter the Tariff, had been referred to a Committee of the Whole on the state of the Union, and ordered to be printed—so far as related to a Report therein contained from a Committee of that Legislature was concerned-was brought up for consideration, and occasioned a debate,

When, the hour expiring, the House proceeded to the order of the day, and resumed the consideration of the

Tariff Bill.

The question being on Mr. Huntington's amend ment to strike out the duties on tea and coffee,

Mr. Howard offered an amendment, to make the duty on coffee commence on the 3d September, 1833. which was agreed to.

The question then ecourring on Mr. Huntington' mendment, which goes to strike out the 31st and 32d sections of the bill, containing the duties on coffee and tea.

After a few remarks from Mr. Burd, of Pa. in favor of the amendment,

The question was taken, and decided in the affirm ive,—Yeas 69, Nays 64. ative.~

So the amendment was agreed to, and the duties en coffee and tea stricken out of the bill.

Mr. White now moved an amendment, the general effect of which is, to make the reduction of the duties on wool, on blankets, on carpets, flannels, &c.and on manufactures of cotton, more gradual than is proposed in the bill.

On his motion the Committee rose--yeas 77, nays 44. His amendment was ordered to be printed, and IN SENATE-Feb. 1.

Mr. Wilkins presented a memorial of the perma. nent committee of the New York Tariff Convention, against any reduction of the duties on protected ar-ticles; which was referred to the committee on manfactures, and ordered to be printed.

On motion of Mr. Wilkins, seconded by Mr. Clay, 3000 additional copies were ordered to be printed-

Ayes 20.

The Joint resolution offered yesterday by Mr. Grundy, was taken up and agreed to.

The following bills were read a third time and

An act for the payment of horses and arms lost in the military service of the United States in the war against the Sacs and Foxes, &c.; and An act to explain and amend the several acts imposing duties on imports, approved July 24, 1832.

The Senate resumed the consideration of the bill

reported by the Committee on the Judiciary, further to provide for the collection of duties on imports.

M. Bibb resumed and concluded his argument

against the bill, after speaking an hour and a half.

Mr. Frelinghuysen (one of the members of the Judiciary Committee) next addressed the Senate in raply to Mr. Bibb, and in favor of the bill.

After speaking a short time, particularly in rela-tion to the ratification by the States of the Constitution of the United States, he was interrupted by

Mr. Calhoun, who stated the grounds taken by himself and his friends on the point referred to.

Mr. Grundy remarked, that he hoped every man would be permitted to tell his own story, and that gentlemen would be allowed to answer arguments which had been advanced, as they understand them, without being subject to interruption for the purpose

of varying or changing these arguments.

Mr. Calhoun.—Does the gentleman mean any

thing personal?
Mr. Grundy.—Certainly net.
Mr. Calhoun.—Then I have nothing to say in

reply.

Mr. Frelinghuysen continued his argument, and after speaking one hour, he gave way to a motion by Mr. Seymour, that the Senate adjourn. The Senate then adjourned.

House of Representatives.

Mr. Watmough, by leave, presented a memorial of merchants of the city of Philadelphia, in relation to the unequal and oppressive operation of the 18th section of the Tariff act of 1832, and praying relief in the pramises; which memorial was committed.

The debate on Mr. Wilde's motion to reconsider the vote of the House, by which certain resolutions of the Legislature of Massachusette were referred to a Committee of the Whole House on the state of the Union, and ordered to be printed, was resumed.

The House then passed to the Order of the Day, and went into Committee of the Whole, Mr. Wayne in the chair, on

The Tariff Bill.

The question which came up from yesterday, was on the amendments proposed by Mr. White, of New

The first amendment offered by him, was in the first section of the bill.

Mr. White's amendment went to make the reduction of the duty on raw wool and on twist and yarn more gradual, so as to be as follows:

35 per cent. till 2d March, 1834 30 do. do. 1835

1836 do. do. do. thereafter (a permanent duty.)
Mr. Root of New York thought the protection on

wool not sufficiently high. And after a speech explanatory of his views, moved to amend Mr. White's amendment, so as to make the duty 40 per cent. till the 2d of March, 1833, intending afterwards to raise the rate for 1834, to 50 per cent. and then decrease the duty gradually.)

The question being put on this amendment, the votes were—ayes 61, noes 60. The chair voting in the negative produced a tie. So the amendment was lost.

The question recurring on Mr. White's amend-

Mr. Root then moved another amendment, so as to insert 45 per cent. instead of 40, as he had before proposed for the year 1834.

After some further discussion, in which Messrs.

Hoffman, Everett, of Vt. and Jenifer took part, Mr. Root's amendment was negatived-Ayes 18,

noes not counted.

Mr. Everett, of Vt. then moved to amend the amendment of Mr. White, so as to restore the pro-

tootive duty of the act of last year on wool, viz : 4 cents per lb and 40 per cent ad valorem: which was agreed to—Ayes 87, Noes 67.

The question then recurring on Mr. White's amendment, as thus amended, by Mr. H. Everett, Mr. Beardsley, of New-York, now moved to

amend the amendment of Mr. Everett, so as to limit it to the first year, and then to decrease the duty successively by one cent each year, in the specific duty, and five per cent. in the ad valorem duty, as follows:

4 cts. specific, and 40 pr ct. ad val. till 2d March

3 cents, and 35 per cent. 1835 2 cents, and 30 per cent. 1836 1 cent, and 25 per cent. thereafter, as permanent

duty.

This amendment was carried—ayes 86, noes 69.

The question being put on Mr. Everett's amendment, as amended by Mr. Beardsley, it was rejected, Ayes 72, Noes 73.

Mr. White's first amendment was then adopted

without alteration. Leaving the duty on wool at 35 per cent. till 2d March, 1834

At 1 o'clos 1835

At 1 o'clos Bill, v

1836

20 thereafter, permanent.

The question was next put on Mr. White's second amendment, which is to the third section of

Mr. White's amendment made the reduction more gradual, as follows :-

30 dollars till 2d March, 1834 1835 25 20

And then 15 permanent. The amendment was agreed to-ayes 66, noss 64

The question next came up on the third amend-ment, which is in the fourth section of the bill.

The amendment makes this resolution more gradual, as follows :

40 per cont. till 2d March, 1834 35 do 1836

25 thereafter (permanent).

Mr. Stewart proposed to amend this amendment so as to restore the provisions of the act of last year

leaving the duty 50 per cent.
This was negatived—Yeas 75, Nays 89.
Mr. White's amendment was then agreed to

Yeas 76, Nays 73.

Mr. White's next amendment was in the eighth and ninth sections of the bill.

Mr. White proposed to strike out both of these sections, and insert a provision laying a duty on cotton goods of

30 per cent. till 2d March, 1834

20 thereafter (permanent). Mr. Semmes, of Md. moved to amend this amendment so as to leave the duty permanent at 30 per cent. After some remarks from the mover, this

smendment was rejected without a count.

Mr. Pearce of R. I. then offered an amendmen to the amendment of Mr. White so as to make the

On undyed cottons 7 1-2 cents the square yard; Dyed cottons 8 3.4 cents; except twist, yarn, and thread, [which were to be left as by the Tariff of

On nankeens direct from China, 20 per cent. ad valorem :

Stamped floor cloth 43 cents the square yard;

Other floor cloth 12 1 2 cents;

Matting 5 per cent. ad valorem. The effect of this amendment would be to restore

he above duties as by the act of last year.
On motion of Mr. Howard of Md. the amend ment was divided-and the question taken first on the cottons.

The first part of Mr. Pearce's amoudment was then rejected—year 68, nays 73.

The second part followed without a count.

Mr. Steware moved to amend Mr. White's amendment so as to leave the duty on cottons permanent at 30 per cents and to strike out " silk," as a material.

The motion was negatived—yeas 63, nays 78.

The Committee then rese, and

The House adjourned.

San. day, Feb. 2
In the Senate, this morning, the Chair communicated a Report from the Secretary of War in relation to intersourse with the Indians.

Mr. King, from the Committee on Commerce, reported a bill making Camden, in New Jersey, a port went into Committee of the whole of delivery, which was ordered to a second reading. the Union, Mr. Wayne in the chair.

Some private bills were disposed of. Mr. Tipton introduced, on leave, a bill granting to actual set-tlers on the public lands a pre-omption of a quarter section, at \$1,25 per acre. Mr. Grundy's resolution changing the hour of meeting from 12 to 11 o'clock,

till otherwise ordered, was considered and adepted.
On motion of Mr. Peindexter, the bill to create
new land offices in the Choctaw Purchase and for the more conveniont organization of the Land Dis-triots in the State of Mississippi, was taken up for consideration, and after some explanations in regard to it from Mr. P. and his colleague, Mr. P. remarked 1834 that he found it impossible to gain the attention of 1835 the Senate for this subject, and on his motion the bill was laid on the table. This small matter serves to shew the fact that the two great questions now before Congress absorb so much the thoughts of the members that it is useless, in the brief space allowed to other business, to name any other subject. If the bill explaining the 13th section of the Tariff of 1832 gets through, as I think it will, it will be be-cause it has some connection with one of these ex-

At 1 o'clock, the special order, the Revenue Collection Bill, was taken up, and Mr. Frelinghuysen spoke three hours in conclusion of his argument in support of the bill. He asked the attention of the Senate and the large auditory, and well did he re-ward it with a clear, dispassionate, well connected and considerate view of the powers and duties of the Government in regard to the South Carolina question. His sincere, unaffected, and impressive manner, not less than the cogency of his argument, served to rivet attention, and settle the conviction of all

whose prejudices and passions had not closed every avenue to their understanding and their hearts. I must do Mr. Calhoun the simple justice to say that he did not, even once, interrupt the remarks of the speaker to-day.

The Senate, at the conclusion of the speech, proceeded to the consideration of executive busines Cerrespondence of the Journal of Commerce.]

House of Representatives.

The House resumed the consideration of the motion made by Mr. Wilde, on the 30th of January ultime, that the House do reconsider so much of the vote of that day, by which the report of the joint Committee of the General Assembly of the State of Massachusetts, and sundry resolutions adopted by said Assembly were ordered to be printed and referred to the Committee of the Whole House, as relates to said report.

The House then passed to the orders of the day, and once more resolved itself into Committee of the Whele on the state of the Union, Mr. Wayne in the chair, and resumed the consideration of

The Tariff Bill.

Mr. Appleton, of Massachusetts, now moved to amend the amendment offered by Mr. White of New York, to the original bill in its eighth and nigth sections.

[The bill proposes on cottons costing 25 cents square yard an ad valorem duty of 30 per cent. until March, 1834, and then a permanent duty of 20 per cent.; and on all other cottons 25 per cent. ad valorem until March, 1934, and then 20 per cent.

Mr. White's amendment proposed to make the reduction more gradual, as follows: 30 per cent. till March 1834, 25 per cent. till March 1835, and then 20 per cent. permanent.

Mr. Appleton's amendment put the duty at 20 per cent. permanent, and added a provise that on plains there should be a square yard duty of 7 1.2 cents till March 1834, and then 6 cents permanent; and on Calicoes a square yard duty of 8 3.4 cents till March [834, and then 8 cents permanent.]

The debate on this amendment was resumed and continued until the time of adjournment of the House (about sunset) without any question being ta-

February 4.—In SENATE.

Mr. Smith, from the Committee on Finance, reported a bill to remit duties on a locomotive engine, imported by the Susquehannsh and Bultimore Rail-road Company; which was read, and ordered to a second reading.

The Senate then proceeded to consider the bill to provide further for the collection of the duties on imports.

House of Representatives.

Mr. Appleton presented a potition against the Tariff bill, and moved it be printed.

The House then, on motion of Mr. Verplanck,

went into Committee of the whole on the state of the Union, Mr. Wayne in the chair.

LEGISLATURE OF NEW YORK In Sunate—Tuesday, Jan. 29.
Bills Introduced.

By Mr. Stower, to increase the capital of the efference co. Bank.

By Mr. Halsey, to incorporate the Rochester and Charlotte Railroad Company. After the consideration of executive business, the

Senate adjourned.

Assembly.

Mr. Stilwell called for the consideration of the estion on agreeing with the Committee of the

question on agreeing with the Committee of the Whole, in the report on the Chenango Canal bill.

Mr. Van Duzer hoped the gentleman would let this subject lie on the table, as the gentleman from Ontario (Mr. Spencer) whose amendment was now under consideration, was absent.

The question was then taken, and the subject was laid on the table, ayes 69, noes 32.

Wednesday, Jan. 30 .- IN SENATE.

report was received from the commissioners of the Canal Fund in obedience to a resolution of the Senate, relative to the receipts and expenditures on the Eric and Champlain canals from 1826. Ordered

ASSEMBLY.

ASSEMBLY.

Petition by Mr. Keon, for the preservation of trout in certain waters of Leng Island; and also a bill to authorize a tax of \$138 in School District No. 11, in Farmington, Ontario Co.

Mr. Stilwell gave notice of a bill to direct the publication of the laws in a newspaper in New-York, the same as they are published in the State nager.

The bill from the Senate to incorporate the Ontario and St. Lawrence Steamboat Company, and the bill for an additional term of Commou Pleas in Oneida, were read a third time and passed.

Mr. Stilwell called for the consideration of the question on agreeing with the committee of the whole in their report on the Chenango canal bill.

The question was on the amendment of Mr. Spencer, in place of the 7th section.

The vote was taken on Mr. Spencer's amendment and lost, 78 to 34.

and lost, 78 to 34.

The question then came up on agreeing with the report of the committee of the whole.

Mr. Salisbury stated that from an expression which he had used the other day, relative to the 7th section, it might be supposed he would vote against the bill, but he seid that such supposition was wrong, he should vote for it.

Mr. Van Duzer observed that from some of his remarks while this bill had been under consideration, it perhaps would be thought he would not sustain it; but examination and reflection had indeced him to yote for it. He called for the aves and noce.

vote for it. He called for the ayes and noes.

Mr. Spencer commenced to give his reasons why he should vote against the bill. He spoke for about half an hour, when it being two volock, he gave way fer a motion of Mr. Russell to adjourn.

The motion to adjourn was carried, 49 to 47.

In Senate-Thursday, January 31. Bill Introduced.

By Mr. Sherman, for the appointment of Commissioners in relation to supplying New-York with pure and wholesome water.

Bills passed in Committee of the Whole.

Relative to the acknowledgment of certificates of limited partnerships, Mr. Beardsley in the chair.

To incorporate the Rochester and Charlotte Railead Company, Mr. Sudam in the chair.

Relative to the State Library, Mr. Dodge in the

Providing for the appointment of an additional inspector of sole leather in New-York, Mr. M'Dowell in the chair. Adjourned.

ÁSSEMBLY.

The annual report of the bank commissioners was received, and four times the usual number ordered printed; and an additional one hundred for the use of the bank commissioners. The report is very

long.
Mr. Stilwell called for the question on agree with the committee on the Chenango canal bill.

The question was then taken on agreeing with he committee of the whole in their report, and decided affirmatively, ayes 70, nose 38.

IN SENATE-Feb. 2.

Petitions: Mr. Armstrong, from the Committee on Manufactures, introduced a bill to extend the capital of the Matteawan Manufacturing Com

pany.

The bill for the construction of the Chenange Ca-

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Petitions presented: Of I. C. Babcock, of N. Y. Pennsylvania to abolish lotteries. to change the name of his son to Arden; (the object is to enable him to take possession of an estate of \$100,000, left him by his aunt.)

The bill introduced this morning, by Mr. Litchfield to change certain person's names, was called

up for a third reading.
On motion of Mr. Downing, it was ordered that a Committee be appointed to inquire into and report some mode for enabling people te change their sames without legislative enactment.

IN SENATE-Monday, Feb. 4.

Mr. Van Schaick, from the Committee on Canals to whom was referred the bill from the Assembly, authorizing the construction of the Chenango Canal, made a favorable report on that subject. The bill made a favorable report on that subject. The bill and report were referred to a Committee of the

The bill to incorporate the Rochester and Charlotte Railroad Company was read a third time and passed-aves 27.

ASSEMBLY.

Petitions presented: To incorporate the Long Island Firemen's Insurance Company; for a horse fair market, and a race course in the county of Albany, which was read; remonstrance from New York against amending the charter of the Harlom rail read company; Mr. Ostrander, a report and bill to authorize the establishment of a public square in the 11th Ward, in the city of New-York.

The bill to authorize certain persons therein named to change their names, was read a third time.

In Committee of the Whole, the committee entered upon the bill to incorporate the Bank of Her-

Mr. Spencer offered an amendment, that no di rector of any other monied corporation be allowed to be a director in the corporation to be created by the bill, which was adopted; when the committee rose and reported, and the House adjourned.

SUMMARY.

Good Dividend.—The Jefferson Fire Company we declared a nett dividend of four per cent. for the last six months.

A Besr.—St. Louis, (Missouri,) Jan. 8.—A Bear, weighing less than 200 pounds, slaughtered, was sold in the market in parcels, for 40 dollars.

Navigation of the Delawere.-Though the Dela ware is free from ice and the steamers have com ed running to and from New-Castle, yet the Philadelphia Chrenicle informs us, busines s has not open ed. Arrangements have these few years past been made for a cessation of intercourse by vessels with other sea ports, and this unexpectedly moderate win-ter has exhibited the singular sight of the Delaware at once free from ice, and almost free from navigation. Business, as might be expected, is consequently dull; transactions in the different markets are so limited, that reports would be deemed unnecessary, but for the sake of regularity.

The weather, says the Cincinnati Daily Adver tiser of the 26th ult., continued very mild, much more recembling May than January. The river is at a fine stage for boating, and the arrivals and departures are numerous. Business is dull, and moat a fine stage for boards, partures are numerous. Business is dull, and more may continues scarce, but the pressure is not so that are the Eastern capital and their money here on talists about? They can let their money here on as good security as there is enyedere, and obtain an interest of from eight to ten per cent., while they are only getting four and five for it at home;

[From the New Orleans Courier, of Jan. 16.] ATEST FROM MEXICO.—The schr. Eliza Thoma arrived here this merning from Tampico, bringing advices from the city of Mexico to the 28th of Dec. and from Tampico to the 7th inst. Peace has bee re-established, and the differences between the belligerent parties submitted, by mutual agreement, to the adjustment of a Convention of the States, This Convention was provided for by the terms of the treaty between Bastamente and Santa Anna; but thether the Congress, now in session, will sanction their proceedings, remains to be seen.

We have already stated that by the new arrange ment Pedraza is to be made President. The lat of January is appointed for his inauguration, and he is e until the 1st of April, when a new election

is to be made by Congress.

A letter dated the 28th, says—" Our revolution aded—Pedraza is to come into power on the 1st January."

LOTTERIES .-- A bill has passed the Senate of

GOLD MINE .- A gold mine has been disco vered in Habersham county, Georgia, of the richest kind.

ACCIDENT .-–We are informed by a gentleman from Plymouth, that a most distressing accident happened in that town last week. A man was cutting up meat, in his house, with a large knife, when it unfortunately glanced and struck one of his daughters, and instantly killed her. A large kettle filled with boiling soap was on the hearth at the time, and the mother, with an infant in her arms, was standing by the fireplace. She was so much agitated by the disaster, that she let the infant fall into the boil ing soap, and it survived but a few moments after it was taken out. Thus in the short space of fifteen minutes, the parents were deprived of two beloved children.—[Barnstable Journal.]

COLOMBIA.-Important improvements are said to have been made in the moral and political condition of this country under the auspices of Gen. Santan-der. A vigilant enforcement of the laws for the emancipation of slaves, and for the establishment of primary schools, gives fair promise of lasting utility from his administration.

A native of Massachusetts, Mr. Augustus Leland has been employed by the Governor of Velex to re-pair the road from Bogota to the river Carare, which will open a communication to navigable water from a rich and fertile country. The province of Ric Hache has been restored to tranquillity.

Fatal Accident.—A boy, by the name of Christian Brink, about 14 years of age, residing at Dundaff, Penn. unfortunately got himselfentangled in the propelling machinery of a Grindstone, at a Smith shop in Carbondale, and was so much lacerated as to render it necessary to amputate his leg, and on the same evening he expired.

During the deb-te on South Carolina Affairs is the Senate on Monday, one of the thirteen gilt stars which support the festooms around the Chamber, dropped out, and could not be replaced during the day. This, in "Roman times," would have been the day. This, in "Roman times," would ha considered ominous.—[Alexandria Phœnix.]

Among the Boston 8th of January toasts, is the following :-

WOMAN.—The morning star of infancystar of manhood—the evening star of age. Bless our stars! May we always back in their skiey in-fluence till we are sky high.

Bishop Chase, of Michigan, has commenced his labors in that Territory. A notice appeared in the St. Joseph Beacon, January 22, that on the 27th, he would preach at White Pigeon; on the 29th, at Edwardsburg; on the 30th at Niles; at Edwardsburg again on the 1st of February, and at Cassopohs on the 2d and 3d.

[From the National Intelligencer of Tuesday.] THE THREE PER CENT. STOCK.—The arrangement for the redemption of the portion of this Stock held in Europe, so advantageously to the People and to the Government, by the Bank of the United States, having been a subject of so much and gross misrepresentation in some quarters, we are glad to be able to state, on the authority of a letter received by a member of Congress (the authenticity of the source of which cannot be questioned) that advices of the cer-tificates of much the greater portion of that Stock have been already received from England, leaving yet to be received Certificates to the amount of net quite a Million and a Quarter of Dollars. It is a sub ject of much satisfaction to those who have stood by that institution, to see how completely, pursuing the even tenor of its enward course, it discharges faith-fully all its obligations to the People, and thus effectually refutes the charges trumped up against it.

We also copy the following from the same paper We have noticed paragraphs in many other papers but knowing the family yet entertained well ground ed hopes that they were unfounded, have omitted to notice the subject until now:

"We are sorry to say that the death of our estee od fellow citizen, Henry Eckford of the city of New York, is confirmed beyond doubt, by letters in this sity, from officers of the Navy in the Medi-terranean, under date of 20th November. The news was communicated to our squadron through a letter from Commodors Parter, our Chargé d'Affaires at Constantinople, to Mr. Offley, our Consul at Smyrna. He died of a fever of about fifteen days' dura-

Early Asparagus.—We have seen some specimens of asperagus, (as green and nutritious as can be produced in its season,) from the garden of Alderman Stephen Van Rensselaer, Jr. We are not informed by what process of irrigation Gen. V. R. was able to oultivate this delicious vegetable in January. It would be well for our gardeners to make the inquiry.-[Albany Evening Journal.]

Melanchely Shippereck .- The schooner Frederick. Sherwood, of Fairfield, Conn. sailed from this port on the 8th December, with a valuable cargo, for Havana. Early in the morning of the 17th, in lat. 28 40, long. 72 32, she was capsized in a sudden squall, when Mr. John H. Smith, passenger, supposed of Portland, and a seaman named John Griffith, were drowned. Captain Sherwood, with the rewere drowned. Captain Sherwood, with the remainder of the crew, whose names are William H. Rogers, mate, Henry Brooks, James Riley, John Keef, Aaron M. Sherwood, seaman; John Story, cook; and Mrs. Louisa Burdett, passenger, of New-York, took to the hoat, destitute of provisions, and water, elethes, or compass; subsisting for 10 days upon such articles of food and drink as floated from the wreck. The weather, during most of the time, being stormy, with strong gales, added to the distress of their situation. They remained near the wreck. The weather, during most of the time, being stormy, with strong gales, added to the distress of their situation. ation. They remained near the wreck till 26th ult. when they were taken off, by the Spanish schr. Tres Manulas, Capt. Margues, bound from Havana for the Coast of Africa; and on the 5th inst. were put on board the French Brig L'Aimable Celeste, Cap-tain Jourdan, from Havre, and arrived at Wilmington, N. C. on the 23d ult.

[The above information is derived from a proof-sheet from the office of the Wilmington Adv.]

Charles G. Dewitt, of New York, has been appointed with the consent of the Senate, Chargé d'Affairs to the Government of Guatemala .- [Nat. Intel.]

There was a great snow storm in Portland on Thursday last.

General Blair has been sentenced by the Circuit Court at Washington, to pay a fine of \$300, for his assault and battery on Gen. Duff Green.

THE POST MASTER GENERAL has established a line of Expresses on horseback between this city and Philadelphia—to carry letters and the exchange papers of the newspapers. This is a great accom modation, for which we are happy to award all credit.

A detachment of thirty-one U.S. recruits-fine, healthy looking young men—arrived here yesterday in wagons from Whitehall and Albany, and immediately proceeded to Bedlow's Island.

Fire .- A fire broke out at eight o'clock last evening in the pattern shop of Mr. James P. Allaire, in Monroe street, which was nearly destroyed. The building was insured.

Capt. Brownell came up yesterday in the Charlea Rhind from the wreck of the brig Matilda, ashore at Long Branch. He brought up every thing that could be saved from the wreck. The brig will probably be lost.—[Gazette.]

Expedition.—The Albany mail arrived yesterday morning a quarter before six o'clock, and the Southern about seven.

Lower Canada.-Mr. Ogden, who has rea is seat in the Assembly for the town of Rivers in consequence of his being appointed Attorney General, absolutely declines a re-election.

In the Legislature of Massachusetts on Friday, the question on the passage of the resolve pro-posing an amendment to the Constitution, was taken up in the House of Representatives, and decided in the negative, the majority of two-thirds required by the Constitution not being found in its favor. The Yeas were 287 in number, Nays 222.

Stage Coach Aceident .- One of the stages passing between Harrisburg and Philadelphia, upset twice a few days ago, within a few miles of the city, owing to carelesaness on the part of the driver. Several passengers were severely bruised, but no bones were

BANK OF THE UNITED STATES .-- According to the monthly statement for December, cemmunicated to Congress,

The amount of bills discounted was \$43.626,870 Domestic Bills of Exchange 18,069,043 B,951,847 Amount of specie The am't of n etes in actual circulation 17,459,571 6,000,000 Government deposits Private

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[From the Journal of Health.]

SACCHARINE ALIMENT .- Dr. Prout considers the principal alimentary substances as reduceable to three great classes, the Saccharine, the Oily, and the Albuminous. The first of these, with certain exceptions, includes the substances in which according to Gay-Lussac and Thenard, the oxygen and hydrogen are in the same pro-portion as they are in water. They are principally derived from the vegetable kingdom, and being at the same time alimentary, Dr. Prout considers the terms Saccharine principle and Vegetable aliment as synonymous. The following, showing some of the results of Dr. Prout's experiments with various substances, great care being taken in every case to obtain these perfectly pure, will interest many of our readers, as showing the comparative nutritive properties of each.

E		
Sugar.	Carbon.	Water.
Pure Sugar Candy contains	42.85 pr. ct.	57.15
Impure Sugar Candy	41.15 to 42.15	58.50 to 57.
East India Sugar Candy	41.90	58.10
English Refined Sugar	41.50 to 42.50	58.50 to 57.
East India Refined Sugar	42.20	57.80
Maple Sugar	42.10	57.90
Beet-Root Sugar	42.10	57.90
East India moist Sugar	40.88	59.18
Sugar of Narbonne honey	36.36	63.63
Sugar from Starch	36.20	63.80
STARCH.		
Fine wheat Starch	37.50	62.50
The same dried	42.80	57.90
Do. do. highly dried	44.	56.
Arrow Root	36.40	63.60
The same dried	42.80	57.90
Do. do. highly dried	44.40	55.60

PORT WINE.—The eulogists of pure Port Wine may be a little startled at the following official statement of the entire amount of wine

exported from Oporto:
In 1818, the Factory wine exported from
Oporto amounted to 32,843 pipes; of this quanber dependencies, leaving 378 pipes to supply all the rest of the world with pure port wine.

In 1819, the total quantity exported was 19,-

502 pipes, of which nearly the whole was for the supply of Great Britain.

In 1820, the quantity exported was 23,740 pipes; almost the whole went to supply Great Britain.

In 1821, 24,641 pipes; nearly the whole to

Great Britain.
In 1822, 27,758 pipes; of which 27,470 were consumed by the English, leaving 298 pipes for

the supply of all other nations.
In 1823, 23,578 pipes were exported; of which 23,208 were for the supply of England, leaving 370 for other nations.

In 1824, 19,164 pipes were the number exported, the same proportion being consumed by Great Britain.

In 1825, 40,524 pipes exported, of which 40,-277 were for the supply of Great Britain, and 247 for other nations.

PORT WINE OF THE SHOPS-The following is stated on unquestionable authority to be the composition, detected by analysis, of a bottle of the ordinary port wine of the shops. Spirits of wine, three ounces; cider, fourteen ounces; sugar, one and a half ounce; alum, two scruples; tartaric acid, one scruple; strong decoction of logwood, four ounces.

CONSUMPTION OF WINE IN FRANCE.—In 1821, the quantity of French wines retailed in France, and of course chiefly consumed by the poorer classes, amounted to more than 335,000,000 gallons. In 1826, it exceeded 400,000,000 gallons. The quantity sold wholesale, and consequently consumed by the families of the opulent, or at least those in easy circumstances, amounted in 1826 only to 69,314,650 gallons; in 1828, to 136,869,438 gallons.

CONSUMPTION OF FRENCH WINES BY FOREIGN NATIONS.—According to M. Paguirre, England uses less of the French wines than almost any Shirwazok And Loss or Lives.—Yesterday fore. by the Hercules steamer, on Sother nation, if we except Sweden. In five moon, (31st) about 10 o'clock, the sch Mechanic, out damage to ship or cargo. uses less of the French wines than almost any

years, 6,681 tons of French wines were admit-||Charles Holland, from Baltimore, for Salem, twelve times as much.

Loss of Weight in Meat buring Cooking.

—Four pounds of beef lost by booking one pound, the same quantity lost by rossting one pound five ounces; the same quantity lost in baking one pound three ounces. Four pounds of mutton lost in boiling fourteen ounces; the same quantity by roasting lost one pound six ounces; by baking the same quantity lost one pound four ounces.

CONSUMPTION OF BEEF IN FRANCE.-According to M. Lullin de Chateauvieux, it appears that the consumption of Beef in France, in proportion to the population, is only one-sixth of what it is in England, notwithstanding that during the year 1826 no fewer than 36,518 oxen and cows were imported from foreign countries. .50 During the same period the importation of sheep and lambs amounted to 200,000. According to M. Dupin, there is consumed in England three times as much meat, milk and cheese, as in France.

[From the Albany Argus.]

RECEIPTS AND EXPENDITURES BY THE COMMISSION.
ERS OF THE CANAL FUND, FROM 1817 TO 1832.—A report was made to the Senate yesterday, by the Com-missioners of the Canal Fund, in compliance with a resolution introduced by Mr. Van Schaick, giving a statement of all the moneys received and expended by them since the organization of the board in 1817. It appears by this statement that the sums received by the Commissioners on account of the Eric and Champlaiu Canals, are as follows, to wit:

Avails of loans, exclusive of premiums,	\$7,672,7 2 24
Premium on loans.	208,388 76
Tolls,	6,966,698 55
Vendue duty,	2.843,456 84
Salt duty,	1,483,686 65
Steamboat tax,	78,509 90
Sales of canal jund lands,	67.206 69
Interest on investments of surplus funds.	219, 359 96
Rent of surplus water,	7,275 68
Other receipts,	17,039 44

Other receipts,

Potal amount received by the commissioners of the canal fund from all sources, from 1917 to the 38th September, 1832, \$
The sums paid out by the commissioners are as follows, to wit:
To the canal commissioners,
Interest paid on canal debt,
Paid to the stockholders of W. I. Lock Navigation Company,
Paid notes given to contractors by Myron Holley, as treasurer of the canal commissioners, and for which he obtained their receipts, and a credit on his account with the state, (see chapt. 25 and 218 of the session of 1826),
Miscellaneous payments,
Superintendents of repairs,
For extinguishment of canal debt,
Loaned and invested,
Total amount paid out by the commissioners of the canal fund, from 1917 to 39th September, 1832,
Deduct this from the receipts as stated shove. \$19,603,864 22 152,719 52

17,150 01 84,767 29 1,561,004 08 1,687,851 30

the canal rune, non-1832, 183

This balance is the sum remaining in the two Albany banks, and in the banks in which the tolls are 247 for other nations.

In 1828, 18,604 pipes exported; 18,310 to Great Britain, and the remaining 314 to other countries.

deposited by the collectors. In sum unuse the new of collectors of collectors and invested," (excepting therefrom \$22, 097 53, being the premium paid upon stock purchaseountries. deposited by the collectors. The sum under the head makes the total amount in the hands of the commissioners applicable to the payment of the canal debt, as stated at page 11, in the annual report, \$3,055, 247 65. When the annual report of the commissioners was made to the Legislature in 1826, embracing their transactions up to the close of December, 1825, the Eric and Champlain Canals were considered as finished; and the sums expended for these Canals embracing the amount paid to the canal commis-sioners for their construction; the interest paid on oans; the purchase of the stock of the Western In. land Lock Navigation company; the notes of My-ron Holley, and about six thousand dollars for incidental expenses; made an aggregate expenditure for the completies of the Eric and Champlain canale, of

Since the close of the year 1825, there has been expended for repairs and improvements of the canals, interest on the debt, &c. &c.

\$19,603,261 23

[From the Boston Sentinel of Saturday.]

ted into England. Hamburg alone takes about apon the rocks about a mile to the northward of Coeight times, and Holland upon an average hasset Rocks, near the salt works. It was blowing very fresh at the time from the NE. with a thick snow storm. Soon after the vessel struck, 5 of the persons on board took to the boat, intending to go on shore at Cohasset, but in consequece of the very heavy sea running, she sunk shortly after leaving the vessel, and four were drowned. The fifth, a young man belonging to Baltimore, was washed ashore by the surf, nearly exhausted; he is however receiving every attention, and is doing well. In the course of the day the schr. got off the rocks and drifted into the cove, between Nichols's house and the salt works; and en going on board, another dead body was found in the cabin. The body of Captain Holland drifted ashore yesterday, but the others had not been seen. It was expected the cargo would be got out to-day. in the cabin.

Less of brig Glory, of Baltimore.—By the arrival at brig Salem of Baltimore from Para, we have received the account of the loss of the above vessel, which sailed from Baltimore 20th October for Porto Rico. Captain Hutson, with John Lewy, mate, and Oliver Apply, seaman, (the only survivors) were taken from the wreck by schooner Resolution, of Alexandria,

and carried to Cears, Brazil.

On the night of 23d Oct., a gale commenced from the eastward, during which most of her sails were blown away, many of them from the gaskets. They were compelled to lay her to under bare poles. On were compelled to lay her to under care peles. On the 24th, at about 7 o'clock in the evening, she was tripped by a heavy sea and capsized, when seven in number were lost. The master, mate, and one man, who were below at the time of the disaster, were indebted to that circumstance for their lives. Having, with great difficulty, succeeded in extricating themselves from below, they got upon the vessels bottom, in which perilous situation they remained for about an hour, when the mainmast went a few feet above deck, and the vessel righted full of water.
They then repaired to the fore top, it being the only part of the wreck unexposed to the violence of the eea, which made a clear breach over her. In this situation, exposed to the inclemency of the weather. almost without clothing, and without the slightest sustenance, they remained until the 28th, when the gale having abated, they obtained, by diving into the

cabin, a ham, a cheese, and two bottles of porter.
On the morning of this day they saw several sail, one of which approaching the wreck they were cheerone of which approaching the wreck they were cheered with a hope of speedy deliverance,—this hope however proved illusory, for on her coming within hail, and discovering their situation, they were told to swim off and they would be taken on board,—this their exhausted condition rendering impossible this their exhausted condition rendering impossible he bore away, apparently with the design of leaving them; on observing which they begged him to come again alongside, and they would make the desperate attempt; he made signal he would, but stood on his course to the Eastward, inhumanly abandoning them all the horrors of starvation and

Almost forsaken by hope, they still continued to struggle for existence, which by cold and privation, was nearly reduced to the last extremity, when on the 31st day of October, they were taken off by the schooner Resolution, on board which vessel they were treated with every attention which it was in the power of Captain Harper to afford.

is to be regretted for the interest of humanity, that the name of the monster in human shape, who abandoned them on the wreck could not be known, and made public to be held up to the execuation, his conduct merited. The following imperfect descrip-tion seems however to furnish the only clue to his identification: she was an Eastern built sloop, with high quarter deck, red bottom, and her jib stay ap-peared to be parted; her name on her stern, altho not distinguishable, was observed to be a long one. Capt. Hutson takes passage in the brig Washington Barge, for New York.

NAVY DEPARTMENT .- Constellation .- Effectually to remove any remaining apprehensions of the pub-lic about the reperted loss of the Frigate Constellation, we have the pleasure to state, that a letter has been received this day by the Secretary of the Navy, from an officer on board, dated Archipelago, Nov. 22d, 1832, stating that she was then on her way to Mahon-all well.

This is almost a month subsequent to the arrival of the merchant vessel at Trieste, reporting her loss. -[Globe.]

The ship Eagle, from Liverpool, was brought up by the Hercules steamer, on Saturday evening, with-



ner, we learn that the cholers has re-appeared in that city. From the 12th to the 19th ult. there were 12 cases, 6 of which had terminated fatally. The Benner says " the disease is not considered epide. demic, the few cases which have occurred being those of persons peculiarly exposed from habit or situation, and not sufficiently prompt and cautious in attention to their health."

ERTRAGEDINARY MALICE.—The Cincinnati Gazette, of 26th January, has this paragraph:

Louisville Canal.—A most incondiary act was

committed at Louisville on Wednesday night last, 23d inst. The second lock on the Canal was blown up with powder. Kegs of powder were found under the other locks.

TT The Stock Exchange Board last week voted donations to the following Societies, viz:— **\$100** Female Assistance Society, . 100

Respectable and Indigent aged Females, 160

-Charles A. Davis Supreme Court January 30, plaintiff in errer, vs. Isaac Packard et al. Error from the Court of errors &c. of New York.—Mr. Justice Thompson delivered the opinion of this Court reversing the Judgment of the Court of Er. rors, and remanding the cause &c.

Boston Jan. 28 .- In an act of trespass on the e brought by Mr. Edwards, a trader of respectability in the city of Boston, against Mr. Pray, a retail shoe dealor, for the alleged seduction of his daughter, Miss Ablgail C. Edwards, a verdict of \$2200 was found for the plaintiff.

The coldest that ever was .-- The Northridgewood Journal states that on Saturday morning, the 19th inst, at sunrise, the mercury in thermometers in that town was thirty six degrees below zero. We ot recollect any record of an equal degree of cold before in this State.

About half-past 6 o'slock yesterday morning, a fire broke out in a two story frame building in Mott street, between Grand and Hester streets, which was nearly destroyed. Mr. Richard Lewis, foreman of No. 2, was severely injured by being run over on his way to the fire.—[Com. Adv.]

APPOINTMENTS BY THE GOVERNOR AND SENATE.
Thomas A. Emmet, Benjamin Clark, David Codwise, Samt
Cowdrey, Frederick De Peyster, and Wm. Van Wyck, Muste
fin Chancery. Daniel J. Parker, and George Curtis, Commissions of Deeds.

NEW-YORK AMERICAN.

FEBRUARY 2, 4, 5, 6, 7, 8-1933.

LITERARY NOTICES.

NORTH AMERICAN REVIEW. No. LXXVIII .- BOS-Charles Bowen .- After a rapid passage of about three weeks, this number of the North Ame-Fican Review, which appeared in Boston about the Erst week of January, has reached here. thus particular in mentioning the depatch with which this periodical travels, because we do not like to be behind hand with these notices; and having seen, a fortnight ago, in the Boston papers, quotations from, and references to, articles in this numor, we desire to explain why we only now acknow ledge its reception.

Of the nine papers it contains, we have only had time to look at three. The first, very cleverly done, rums a parallel between Prince Puckler Muckau's Views of English Society, and Mrs. Trollope's Views of American Society. Injustice however is done to the Prince by the parallel, for he is of quite a different enlibre in education, talents, and habits of society, from the womankind who has kindly showed us up. The next paper that attracted and fixed our attention, was that on Popular Education, which, with some costions that we are disposed to receive with caution, if not to dissent from, is conceived and written with a just and noble sense of the dignity of human nature, and of the educated mind and heart, independently of ell factitious and conventional dis-Simusions. It is only to education, as understood called, the polecut.

CHOLERA IN NASHVILLE .- From the Nashville Ban- |and urged by this writer, that the equality of which all talk, but which so few can bear, becomes, what Louis Philippe said of the Charter of the Three Days, a truth. The last article we can refer to, is represents accurately the lineaments of the veneraon Nullification—that all absorbing topic; and we can only say, it is treated in the right spirit and with great ability: but we have no room for extracts. We differ from the writer in his opinion as to the parties ratifying the Constitution—we believe that the people, he that the States, as States, ratified that instrument. But his conclusions and reason ing against Nulliscation are not the less irresistible on that account.

> BOOK OF THE CONSTITUTION; compiled by EDWIN WILLIAMS; N. Y., Peter Hill,-The circumstances of the times have called for this compilation, and the demand for such a manual of constitutional bistory will, we may hope, amply remanerate the compiler. We have here in a small wolume all the debateable resolutions of the States respecting the construction of the powers of the General Government. We have the articles of confederation, the Constitution, a synoptical view of the Constitutions of the different States, Mr. Calhoun's Nullifying Address, the President's Proclamation, &c. &c. It is, in short, just such a manual as the occasion requires.

THE KNICKERBACKER, No. II.; N. York, Peabods 4 Co.-We can only announce the punctual appearance of this second number, and add a list of its contents:-Article 1, Original Memoir of Gen. Chassé; (with a fine portrait, engraved in a superior style expressly for this Magazine;) 2, The Albatross; 3, Horse Germanics; 4, The Inkling of an Adventure; 5, Lodgings at Saragosa; 6, Waller to his Mistress; 7, Fanny; 8, The Outcast; 9, The Art of making Poetry; 10, Drinking Song; 11, Faces; 12, Editor's Table; 13, Kitchen Lyrics; 14, Lay of the Locemotive; 15, Literary Notices, &c.

AN APOLOGY FOR CONFORMING TO THE PROTESTANT EPISCOPAL CHURCH, by Thomas S. Brittan. New-York, Swords, Stanford & Co .- This is rather a remarkable book. It consists of a series of letters addressed to the Right Reverend Bishop of this Diocese, by Mr. Britten, educated in England as a dissenting clergyman, in which he sets forth the process of reflection and reasoning by which his mind has arrived at the conclusion that the hierarchy of the Episcopal Church is of divine appointment. It does not fall within the scope of these notices to examine or even state the grounds of this conclusion-but belonging ourselves to the Episcopal Church, we may say that the matter and the argument of this little volume appear to us sound and well put, and we may pronounce with confidence that its tone and temper are worthy of all commondation. Mr. Brittan, in renouncing the communion in which he was educated, and of which he has been an officiating minister, does so in charity with those he leaves, while acting fully up to the maxim, so difficult for human pride to submit to-of openly acknowledging error. To the Laymen of the Episcopal Church, who would desire to see a brief and clear statement of the grounds upon which apostolie origin is asserted for Episcopacy, this little votume—it is only of about 140 pages 12mo.—will afford much light.

THE CABINET OF NATURAL HISTORY, No. IX, Vol. II. Philadelphia: John Doughty.—This publication sustains itself with unabated spirit; and we therefore infer, and certainly hope, with increasing profit. A akunk siezing a fowl, and Gannets pluming their feathere, are the subjects of the two colored plates of this number. An amusing paper on the manners and habits of the domestic cat, naturally enough follows the biography of the skunk, or, as he is sometime

.. d :

An Engraving of Binner White, by Thomas B. Welch, of Philadelphia, from a portrait of Sully, has just been sent to us. It is faithfully done, and ble patriarch of the Episcopal Church.

THE AMERICAN BUILDERS'S GENERAL PRICE BOOK and Estimator, by James Gallier, Architect, &c. N. Y. STANLEY & Co. New York .- A useful book certainly, in this city of putting up and pulling down-if accurate; and accurate we presume it to be, from the professional pursuits and experience of the compiler.

POETRY.

[From the Knickerbacker.] TO A MILD DAY IN MID-WINTER.

Why art thou come, bright day, so soon, With thy balmy breath, like a breeze in June? Thou hast journeyed far from a southern clime Where the orange blooms and the tender lime; Where buds and the full blown rose are seen, In groves leaf-robed in their summer green; Hast flown from the Indian land, where flowers Perennial blush in the myrtle bowers, To linger awhile mid snows that lie, On cold bleak hills 'neath a wintry sky.

The herbs are hid in the trackless field, ne nerve are non in the trackless field,
The pebbly brooks and the springs are sealed;
No sparkling waves by the river's brink,
Go murmuring by where the fawn would drink;
No music bursts from the leafless grove,
Not even the red-breast's song of love;
Yet thou art here, like a wanderer come
To look once more on his angase because To look once more on his ancient home; To bide for an hour—a noon-day guest, And hie him away ere the time of rest.

Thou wilt not stay till the wild flowers blush, Till fountains forth to the sun-light gush ;— But when from the wood-crowned hills are h The streamlet's music, and the voice of bird, Thou wilt come again with thy sunny smiles, On wings of gold from the ocean isles. Thou lingerest not—for the chilly blast And cold white clouds are gathering fast; But, oh! return in the early spring, And with thee its green and its garlands bring,

SALES AT AUCTION OF REAL ESTATE. By James Bleecker & Sons-January 23 and 20.

by saints biccini. In come commany in the	
Mouse and 14 years lease of lot 126 Madison street,	
ground rent \$100, 25 by 100 feet	\$4,000
Do. do. No. 69 ground rent \$130	4.500
Do. do. No. 12), do 100	4,150
Lot on 5th Avenue, near 19th street, 26 by 100 ft.	1,645
Marble house and lot, No 7 B. Way, 49 by 96 feet	82 ,100
Two story house and lot 89 Mercer st. 25 by 100	4,100
House and lot 24 Market st. 24 by 86 feet	6,550
House and lot 119 Henry at 25 by 108 feet	5,100
Small frame house and lot 688 Water st. 23 by 60	1,560
Small frame house and lot 640 Water st. 21 by 80	1,600
Frame building a d lot N. E. corner of Scammel	era ,
Cherry streets, 23 ft. 9 in. by 46 ft	2,100
House and lot 173 Mott st. 25 by 100	8,600
Two story brick house and lot 21 Rose st., 20 by 100	
House and lot 385 Washington st., 20 by 65	8,050
House and for 393 Washington at , 30 by 65	3,025
House and lot 85 Pearl st., 31 ft. 4 in. front, 80 ft. 4	14.000
rear, running through to Bridge st.	
House and 19 years lease of lot 94 Chambers st., gro	10,000
rent \$150, lot 25 by 75 Frame house and lot 166 East Broadway, 25 by one !	10,000
	2,900
the block One lot on Avenue D, near Dry Oock Bank	1,3-10
	1,225
Otto do de	1,300
One do	1,100,
Two do do do each House and lot 42 Courtlandt street, 25 by 195	12,500
House and 14 years lease of lot 393 Hudson st., gro	
rent \$10	3,230
House and 14 years lease of lot 391 Hudson st., gro	
rent \$10	2,235
House and 18 years lease of lot in Christopher,	
Hudson st.	2,900
House and 18 years lease of lot in Greenwich, near 1	Bar-
row st	2,975
House and lot 119 Mulberry st., 25 by 100	3,260
Two brick buildings on James st., 100 feet from Ch	BETT
st, 29 ft. front, 30 ft. rear, 21 ft. deep, with a stri	n of
land 6 by 190 ft.	3,660
House and 21 years lease of lot 23 Madison st., gre	und
rent \$180	5.600
Four loss of ground on 40th st., near 4th Avenue, 4	ach 285
Four lots of ground on 41st st., between 7th & 8th	.ve-
nues, each	160
House and lot 214 Washington st., corner North Mc	ore,
21 by 75	4,500
House and lot 232 Washington at , adjoining the ab	07E,
21 by 75	4,480
House and 18 years lease of lot 94 Chambers st., gro	und
rent \$150	7,500
Two story brick house & lot 415 Brown st., 25 by 1	18, 11,200
Four buildings and 5 years lease of ground, 50 by corner of Dominick & Clark st., ground rent \$10	75,
corner of Dominick & Clark st., ground rent \$10	6 2,500
House and lot 21 Park Place, with 7 years lease of	sta-
ble and lot on Barclay et.	25,460
Two story brick house and 15 years lease of lot 81	Ma-
dison et-	4,960

TREASURY DEPARTMENT Comptroller's Office, Jan. 29, 1833.

CIRCULAR TO COLLECTORS.

Sir: I have received a letter from the Secretary of the Treasury stating that information had been communicated to him by the Secretary of State, that the President having received satisfactory informa-tion that the Government of Mexico had abeliahed the discriminating or countervailing duties of ton-nage upon ships or vessels of the United States in that country—he had, under the authority contained in the third section of the act of 13th July last, directed that the duty on the vessels of that nation should cease to be levied hereafter in the ports of the United States; therefore the Secretary of the Treasury has requested me to give the necessary instructions upon the subject to the officers of the Customs.

You will accordingly hereafter discontinue the taction of tonnage on the vessels of said nation. Jos. Anderson, Comptroller. Respectfully.

MARRIAGES

By the Rev. A. Maclay, on the 18th April, 1832, Francis P Vidal, to Esther B. Rose, all of this city.
Last evening, Jan. 31, by the Rev. C. Mason. J. Woodward Haven, to Cornelia W. daughter of George Griswold, Esq.
Last evening by the Rev. Dr Milaor, Edward F. Sanderson to Julas, daughter of Isaac Cerow, Esq.
Last evening, by the Rev. Cyrus Mason, Barrillai Slosson to Margaret, daughter of Jonathan Lawrence, Esq.
On the 33th January, by the Rev. Mr. Somers, Mr. O. W. Valentine, to Miss Mary Anne Mingus, both of this city.
On the 34th Jan. at Harrison, Westchester county, by the Rev. Mr. Harris, Danier L. Westcott, to Sarah, daughter of John F. Randolph.
At Harrison, V. Jan. 1st, by the Rev. Mr. Campbell, Capt. Calvin Epsiding, of Plainfield, N. H. to Miss Persis E. Stone, daughter of Enos

DEATHS.

This moring, after a lingering illness. Miss Jane C. Johnson-Thursday morning, Feb. 7, George Clinton Tallmadge, in the 24th year of his age, son of the tate Judge Tallmadge. On Friday morning, Capt. Whate Mailock. aged 56 years. On Monday evening, Jan. 28, aged 18 years, Winfield Scott Yates, only son of Dr. C. C. Yates, of this city.
This morning, Jan. 23th, Dr. John B. B. Rodgers, aged 75 years.

years. Suddenly, Tuesday morning. Jan. 29, William Ulsho

aged 38 years. Yesterday January 29th, Dr. John R. B. Rodgers, aged 75

years.
This morning, Jan. 30, after a lingering illness. Charles F. Thus, in the 57th year of his age.
On Tuesday evening, Jan. 39th. Burrall Hoffman, son of Ogdon Hoffman, Esq. in the 12th year of his age.
Menday morning, Jan. 38, Mrs. Elsie W. Ackermand, aged

Ogden Hoffman, Esq. in the 12th year of his age.
Menday morning, Jan. 29, Mrs. Esis W. Ackermand, aged
34 years.
Friday evening, 28th inst., at his residence at Kip's Bay, Mr
Saml. Kip, Senr., aged 62 years.
On the afternoon of the 28th inst of Typhus Fever, in the
42d year of his age. Effingham L. Embree.
This merning, of consumption, in the 40th year of her age,
Mrs. Ann Gallisgher, wife of John Gallagher.
Lest night, Feb. 5th, James Jones, in the 47th year of his age.
Yesterday morning, after a lingering illness, Charles P.
Titus, of the firm of Daniel Oakey & Co.
In Boston, on Sunday evening, Jr nuary 18th, Mr. Joseph K.
Maine, merchant, formerly of Hartland, Vt.
At Milton, Mass., 23th January, Robert Hinckley, Esqr.
Obituary.—Dr. P. F. GLENTWORTH, whose death at
Treaton has been recently announced, was a naive of Philadelphia, where he resided until he removed to Trenton—about
filteest years ago. In his youth, and through life, his habi's
were serious, studious, and exemplary, while at the same time
he possessed, in a high degree, the must liberal and social feellags. He held a respectable rank in his profession, and was remarkable there, as in all his private transactions, for strict integrity and a high sense of honor. His dutles as a man and a
Christian have been well performed, and, we may truch has
his reward. He died in the 55th year of his ago.—[Nat. Gaz.]

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 97 persons during the week ending on Saturday leat, Feb 23d, viz:—26 men, 26 women, 32 boys, and 19 girls—of whom 24 were of the age of 1 year and under, 12 between 1 and 2, 12 between 2 and 5, 1 between 5 and 10, 6 between 10 and 20, 10 between 20 and 30, 13 between 30 and 40, 6 between 40 and 50, 4 between 50 and 60, 8 between 10 and 20.

Discusses:—Apoplexy 4, asthura 1, burned or scalded 3, catarth 1, consumption 18, convulsions 9, diarrhea 1, droppy 3, dropsy in the chest 1, dropsy in the head 11, dysentery 1, epilepsy 1, fever, typhus 1, hizmoptysis 1, hives or croup 6, jaundica 1, inflammation of the bowels 5, inflammation of the iver 1, inflammation of the stomach 1, intemperance 2. marasmus 2, old age 1, perippeamony 8, pneumonia typhodes 1, stillborn 7, syphilis 1, tabes mesenterica 1, teething 2, unknown 2, white swelling 1.

ABRAHAM D. STEPHENS, City Inspector. ABRAHAM D. STEPHENS, City Inspector.

PAPER.

THE SUBSCRIBERS, Agents for the Saugerties Paper Manufacturing Company, have constantly on hand an extensive assortment of Royal, Medium, and Imperial Printextensive assortment of Royal, Medium, and Imperial Printing Paper, all made from first quality Leghorn and Trieste
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The following gentlemen have consented to act as Agents for this Journal; also, for the New-York Farmer and American Gar DENER'S MAGAZINE—the Mechanics' Maga ZINE—and the AMERICAN PLOUGH-BOY:

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Freehold, N. J .- Messrs. Bartleson, Editors

Washington, D. C .- Benj. Homans. Fredericksburg, Va .- W. Battail.

New-Baltimore, Va .- T. H. Hampton. Dansville, Va.—Editors of the Reporter.

OF AMERICAN RAILROAD JOURNAL AND ADVOCATE OF INTERNAL IMPROVEMENTS, VOLUME 2d.—This Journal was commenced on the 1st of January, 1832, with a single PROVEMENTS, Volume 2d.—This Journal was commenced on the lat of January, 1832, with a single subscriber. It has now just commenced its second volume, with near one thousand subscribers, scattered in every state in the Union. It was at first devoted to the subject of Railroads, Internal Improvements, and news of the day; but it now embraces in addition to the above, a department for Agriculture, and another for the Mechanic Arts, wherein will be found an account of most new Inventions. Such, indeed, has been the encouragement held out, that the publisher is induced to extend its usefulness by making it, not only a journal of the progress of Internal Improvements by means of Railroads, Canals, and Steam Carriages, in our own country and in Europe, but also by making it a Journal of mechanical improvements and inventions, and thereby collecting a greater variety of useful information, relating to such subjects, into a smaller compess, and at s less cost, than can be found in any other publication now before the public. Arrangements have been made to give engravings or illustrations of such new inventions as may be deemed important to the community. The American Railroad Journal and Advocate of Internal Improvements, will also contain much interesting and useful literary and news reading, with such public documents as may be deemed worth recording for future reference. It will also contain Meteorological Tables, kept at Montreal, L. C., New-York city, Charleston, S. C. together with others kept at intermediate places. We have also the promise of one kept on Red River, in Louisiana; also, Prices of Stocks, Sales of Real Estate, Prices Current and Bank Note List, &c. &c.

Terms, Three Dollars per annum, in advance, and &c. &c.

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The first volume may be had either in sheets or bound and the second volume will be forwarded by numbers they are issued, to any part of the United States. Pricibinding, 50 cents, 75 cents, or \$1, according to quality.

Published at No. 35 Wall street, New-York, by D. K. MINOR.

NEW-YORK FARMER AND AMERI-CAN GARDENER'S MAGAZINE. Whole number, Vol. 6. New Series, Volume First. No. 1, for January 1833, is just published. This is an AGRICUL-TURAL periodical, published monthly, containing 32 large TURAL periodical, published monthly, containing 32 large quarto pages of three columns each devoted particularly to Agriculture, Horticulture, &c. I will also contain much interesting matter upon other subjects, such for instance as for common roads, with other modes of improving internal communication. Its main object, however, is to collect from those who cultivate the soil scientifically, and observingly, and to dissemmate such information as may tend to improve the mode of cultivation throughout our widely extended country. No person will deny the utility of such a publication properly conducted; nor will any one doubt me when I say that such a paper cannot be properly conducted and handsomely executed, without an extensive circulation and prompt payment to meet its expenses. culation and prompt payment to meet its expenses.

culation and prompt payment to meet us expenses.

Terms, Three Dollars per annum, in advance; and will not be sent without, as, at its present price, it will not pay a commission for collecting, nor bear the loss arising from want of punctuality on the part of subscribers.

D. K. MINOR, Proprietor, 35 Wall street, New-York.

THE AMERICAN PLOUGH-BOY.-This is a small agricultural paper, designed more particularly for those who do not choose to take a more expensive work, and yet are desirous to understand how others man age agricultural affairs. It will in a measure be confined to giving details of the practical operations of practical farmers, rather than the speculations of the more scientific. It will draw considerably upon the columns of the New-York Farmer and American Gardener's Magazine, as well as other agricultural publications. It will also give many interesting items of news and occurrences of the day, and devote one page out of four to advertisements, if required. Terms, \$1.50 per annum, in advance, to single subscribers; or twelve copies will be sent for \$15, if paid in advance. All communications for the American Plough-boy may be addressed to the Proprietor, D. K. MINOR. work, and yet are desirous to understand how others man

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Compasses of various sizes and of superior quality, warranted.

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Hudson, Columbia County, New-York, January 29, 1833.

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dehenture

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200 or casks Marseilles Madeira, entitled to debeature
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2 do. do. SFF
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8 do. small do.; 20 kegs Tartaric Acid 200 kegs Saltpetre 200 bales superior quality Italian Hemp 20 tons Old Lead 300 barrels Western Canal Flour 500 do. Richmond country do. 100 bales Florida Cotton; 20 do. Mexican do. 20 do. Sea Island do.

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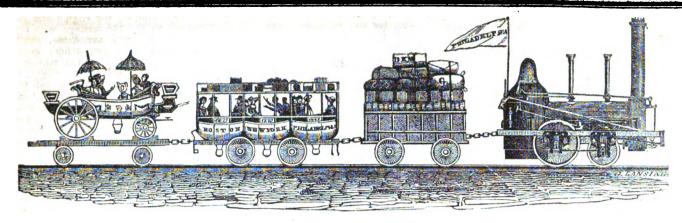
18 do. do. do. Merino 5 do. Italian Lustrings 1 do. 36 ince Cravats 10 do. Jet block Bombazines

8 do. Printed border Hks 2 do. White Diamond Quiltings

2 do. Furniture Dimities

o pieces English Brown Shirtings,
33 inch

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AMERICAN RAILROAD JOURNAL. ADVOCATE OF INTERNAL IMPROVEMENTS.

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

D. K. MINOR, EDITOR.]

SATURDAY, FEBRUARY 16, 1833.

[VOLUME II.-No. 7.

CONTENTS:

Editorial Notices -Military Roads ; Roads in Michigan ; .106

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, FEBRUARY 16, 1833.

We have been politely favored with copies of the Report of the Pennsylvania Canal Commissioners, from which we shall give such further extracts as we may deem of interest to our readers.

We have also the Report of the New-York Canal Commissioners, a part of which we shall give in our next number.

MILITARY ROADS .- Quarter-Master General TH. JESSUP, in his Report to the Secretary of War, states that the difficulties experienced in the late operations against the Indians, in the movement of the troops, and the transportation of supplies, prove the necessity of several good roads to intersect the extensive territory lying etween the frontier settlements of Indiana, Illinois and Michigan, and the Fox and Wisconsin rivers; and he recommends, as a most important measure for the protection and defence of the north-western frontiers, that roads be authorized from Chicago to Galena; from Chicago to Fort Winnebago, and from the latter to Galena, as well as from some suitable points on the Illinois river to Chicago, and to intersect the road thence to Galena. The roads here proposed, if constructed, would be of very great importance to our northern inhabitants for other than military purposes.—[Sang. Jour.]

[From the Detroit Courier, Jan. 9.]

MICHIGAN.—Extracts from the Report of the Chief Engineer:

Road from Detroit to Chicago, Michigan .-The contracts entered into last year for the construction of 27 miles of this road, beginning below Fort Gratiot. The funds available for level railroad so great a load that it would be a the 105th, and terminating at the 132d mile this road are sufficient for its completion, which public convenience to have railroads for the apfrom Detroit, including the erection of bridges will be accomplished in the course of the coming plication of human strength for purposes of ever Cold Water River, Flag Creek, Swan Creek, year.

and Prairie River, have, in most instances, been complied with; and the work provided for by the whole of the contracts would, in all probability, have been executed, had not many of the contractors been called upon, in the early part of the present year, to march towards the seat of the late Indian disturbances. These contractors are at present, however, actively engaged in fulfilling the terms of their contracts, and no doubts are entertained of the completion of their engagements within the present fall. mate of the funds necessary to complete this road as far as the northern boundary line of Indiana has been submitted.

Road from La Plaissance Bay to the Detroited Chicago Road, Michigan.—The Commisand Chicago Road, Michigan. sioners appointed under the act of Congress of 4th July last, which provides for the location of this road, having accomplished the object of their commission, and furnished their report, accompanied by a plat, field notes, and an estimate of constructing this road, an officer has been directed to superintend its construction, with instructions to place that portion of it in-cluded between the bay and Tecumseh under contract, with as little loss of time as possible. The accounts rendered by the commissioners, as well as their report, show that the amount of expenditures on account of the location exceeds the sum appropriated for that object, by \$608 76, which excess has been advanced by the commissioners under the expectation that Congress will relieve them by an additional appropriation of that amount. As an examination of the accounts shows that no unnecessary expenses were incurred, this amount is accordingly embraced in the estimate already furnished.

Road from Detroit to Saganaw, Michigan. Contracts have been entered into for the construction of this road as far as the fifty-seventh mile from Detroit, including the erection of bridges over the Thread and the Flint rivers, the former on the fifty-eighth, and the latter on the sixtieth mile. An estimate for the continuation of this road has been submitted.

Road from Detroit to the mouth of Grand The Commissioners appointed under the act of Congress of the 4th July last, in reference to this had, are now engaged in making its location.

Road from Detroit to Fort Gratiot, Michigan The location of this road having been changed by virtue of the authority granted in the act of Congress of 3d July last, arrangements have been made for continuing its construction, by contract, as far as Black river, which is just [For the American Railroad Journal.]

FOOT RAILROADS, No. III.-There is enormous expense attending the repairs of our common roads. From some inquiries I have made I calculate that the cost of keeping roads in repair is about one dollar and a half to every inhabitant, or 3000 dollars to a town of 2000 inhabitants. In towns near to great markets the cost is still more; and after all the labor bestowed upon them, they are and must be in a bad state in the spring and fall. In most directions there is not business enough to sustain railroads for steam-carriages, or even for horse labor; but light and narrow railroads might be made, on which men might work, and do all the transportation that is needed. They could transport at least 600 tons a day, or 180 millions of feet of boards, or other lumber, a year. A railroad, then, for human power would answer all the purposes of such an establishment from most parts of the country to a market town. A few such routes into the country would collect all the travelling upon them, and would save the common roads; and the expense of erecting these railroads would be trifling compared with the cost of the heavy railroads formed for horses or steam engines. It would not be hazardous for some enterprising men of business to make an experiment on a limited scale. The experiment, however, should be scientifically made, for nice precision is here required. It belongs to those who have access to scientific and practical men-and who have some business to transact—and who have a favorable location near them, to make an experiment. And an experiment for a mile, or even a shorter distance, may determine the question for the whole country. It may show that a new mode of communication may be opened between cities and towns. And it may be that, instead of men being moved by cattle, cattle may be transported by men on railroads, even easier than they can be driven along a high-way. But experient must decide this question. And yet would seem that it is decided already. But exper know that a horse will move ten tons on a evel railroad; and we know that a man has about the seventh part the strength of a horse-and we know that he can easily move at the rate of two miles an hour; and we might see it down as a decided point, that a man can move on a The funds available for level railroad so great a load that it would be a

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[For the American Railroad Journal, &c.] Boston, February 1, 1833.

COMMON, ROADS.-Many advantages present themselves in the original formation of a road, which, as they vary in every situation, cannot other necessary part of the formation. I see all be now enumerated. The judgment of the turnpikes abroad are, at the present mosuperintendent must be exercised during the ment, in a state of indescribability not to be formation in improving every little circumstance which may give permanence to the road, when finished; and in removing every trifling evil which may affect its future stability. It is better that the profile of the road never be level, when this can as well be avoided. I say not this in support of the assertion so often made, that a horse can travel easier on an undulating surface than on a level or one of a uniform inclination, but because the latter road may, with less trouble, be maintained in a dry and solid state, than where the same facilities are not afforded for the removal of the surface water. Again, it will be advisable, in forming the foundation of the road, to give it the same slight curve in the cross section that is proposed to be given to the finished surface, and from the extremities of this curve to have the ground free and clear to the respective drainages; and as much individual; the first and more common species care ought to be observed in removing points of of road must, therefore, for some time, even rock or large stone from the foundation as would in those states where the material for the other have been necessary had they appeared at the exists in great plenty, continue to be the standing surface of the finished road, they still exerting, though doubtless in a much less degree, the same unequal and deteriorating effect. Small springs will often occur in the formation; and these, when allowed to remain, become to the surveyor a perpetual nuisance: let them, if possible, be traced off the road, and opened there freely; but if, as sometimes happens, their descent be nearly perpendicular, a small drain must be especially formed to receive them, for no expense at this season can counterbalance the trouble they may afterwards occasion. When the formation of the road occurs in good common earth, no other process is necessary than to give to the metal bed or foundation the requisite forms, keeping it clear as formerly mentioned of all large stones or points of rock. When the formation occurs in rock it will be proper to interpose a layer of at least a foot in thickness, of clay or earth, between the rock and the road material, experience having shown that the material wears very rapidly on such a hard surface, and that from the same unyielding cause the consolidation proceeds very slow-ly. When there is a slight degree of elasticity on the bed of the road, the material has been always found to wear best, and the reverse of this case renders all rock foundations bad in opinion on the subject to which it related. practice. A layer of earth interposed will be found a very great advantage. In crossing soft or marshy grounds, the principal object will be to raise the roadway above the influence of the highest flood-waters, and independent of this latter cause it is of consequence always to have it raised several feet above the ordinary level of the marsh, that it may be removed in some degree from the influence of that attractive force by which the damp rises as in a vponge among the particles of earth 12 or 18 ches above the ordinary level of the waters. Ishe marsh is very soft, side drains will be out of he question, and the only thing that can be don in this case is to give to the surface water e ery facility of escape by keeping the road roundand smooth. The gravel, after having been pepared as mentioned in my last, had better b laid on in two courses, allowing the first in seme measure to consolidate, though not entirely so, before the second course is

range of road, for the purpose of raking it daily and adding new materials when necessary. Indeed, this should form as natural an item in the estimate of the first cost as any surpassed by any Russian post-track and turnpikes, which, from the traffic on them, could be maintained in the best state of repair, with advan-

tage to their proprietors: but this is out of order.

These remarks on gravel roads, are necessarily, in some degree, vague and general, but I consider the subject itself of much more importance to the country than its now dignified fellow, M'Adamization. The latter is not likely fellow, M'Adamization. to come into extensive use for a considerable time, and in many of the states there is no probability of its being adopted during the present century. Independent of the high value of labor, which, however, seems continually on the decrease, there wants a proper example of a M'Adamized road of some extent, affording a fair return to its projectors; and though I have little doubt myself, that, on the greater ing under examination, 3d of August, 1831: thoroughfares, such a road formed after the best and most expensive model would be a sound and safe investment for capital, I am weight was a principal objection to the practiaware that gentlemen will not, in the mean time, risk their money on the mere assertion of any road of the country; in these, then, and still more so in the other states, when the material for M'Adamization is not within reach, its improvement must always be a subject of considerable importance. That this species of road is capable of great improvement every one admits, but, at the same time, it has somehow fallen into neglect as beneath the engineer's attention. Nothing can be more fallacious: its improvements are sources of economy to all within its influence—to the farmer in his w gons, his horses, and his cattle-to the public, in the economy of carriage dues, consequent which in some instances at present form half the cost of many materials brought from the country-and in the saving of horses employed in stages, and every other species of carriage draught.

[From the Baltimore Gazette.]

PRACTICABILITY OF STEAM CARRIAGES TURNPIKES .- I have been prevented by indisposition from noticing earlier a long article in your paper of the 23d inst. on Steam Carriages on Turnpikes. The delay, however, in importance, as from its prolixity it has probably been read by very few of your readers, and from its nature it was not calculated to affect opinion on the subject to which it related

You have also published lately two other short pieces on the same side; one, a letter from Liverpool to the New-York Evening Post, which, as it contained no one fact, needs no reply, and the only merit of which was its conformity to the leading principle in epistolary composition, it obviously having been written without premeditation or study: the other was a short extract from an article in the Foreign Quarterly Review. This article I propose hereafter to notice at length, and shall now merely state, that its drift is to show, not the impracticability of steam carriages on turnpikes, but that the means to obtain this important result, hitherto used in England, were not the proper ones.

As I do not wish to occupy much of your space, nor to fatigue your readers, I shall proceed to point out and comment upon, as briefly as possible, some of the prominent errors in the long communication of the 23d. The fol-

stationed at proper intervals along the whole || practicable to simplify the engine and its appurtenances so that the carriage with the sn-gine, water, fuel and attendants, shall not (without an accompanying tender carriage) exceed 6½ tons in weight, on four wheels; and when three-fifths of the whole weight, bears upon the road through the two propelling wheels, this is the maximum weight, having respect to the necessary economy in relation to the wear of the road and the durability of the wheels. The adhesion from a less weight than, two tons on a wheel will doubtless, in practice, be found to be inadequate to the high degree of traction required even on the nearly level parts of a good M'Adam road."

How easily a statement passes from the end of a pen to the paper under it; and where it is accompanied with a show of technical knowledge, doubtless, many believe that it has a higher origin than the brain of the writer. From a Report on Steam Carriages by a Select Committee of the British House of Commons, republished last year by order of the House of Representatives, I make the following extract from the minutes of evidence-Mr. Gurney be-

cal application of the carriage. The first carriage of a given power weighed four tons—this was objectionable on account of its weight, which was severely felt in consequence of its effect on the roads. I thought it would injure the roads, which injury would produce a toll that would perhaps injure the economy of it. No. 3 weighed four, No. 4 weighed three tons, with the same power; No. 5 two tons, with the same power; the present carriages building, will not weigh more than 35 cwt. with the same

"What does the carriage which runs be-tween Cheltenham and Gloucester weigh?" By a letter from the Magistrate, now produced, it is stated to weigh nearly three tons—it ought to weigh only 45 cwt.; if it weighs three tons, there is extra weight of which I know nothing.

"When you state the weight of 35 cwt. you mean the weight of the travelling carriage alone, without the weight of passengers or the weight of fuel or water?"—Yes, just so; I think it possible to reduce the weight considerably as im-provements go on. I have a carriage now building which I do not expect will weigh above 5 cwt. which I expected to do the work of 1 horse, and carry two or three people; speed is a particular object, and it is not intended to carry any

thing more than light parcels.
"Into what stages would you divide your journeys most conveniently?" I think about

" For a machine weighing 35 cwt. marked by you No. 6, what weight of fuel and water would you require?" Three bushels and a half of coke is the quantity we take to supply this distance, and the first charge two bushels; the first charge always remaining, it decreases of course down to the first charge; and taking the mean, it will be 33. The weight of the water at present, I think, is about 10 gallons a mile, which is consumed; that would be 70 gallons. a gallon weighing about 10 lbs. making 700 lbs.; the mean of this will be the quantity.

It may be safely asserted, that the weight of a steam carriage (capable of carrying 18 to 24 passengers) need not exceed, including water and fuel, three tons. The writer of this communication makes it six and a half. Upwards of a hundred per cent. is a difference of some moment in such matters.

The writer makes a calculation of the com parative expense of transportation by horse power and by steam. The result of which is, spread, and choosing a convenient season for this purpose, when the weather is moist am earninges for turnpikes:

"Regarding the resistances to be met with that on a good road 100 miles long the cost of the work to have a set of men even on level roads, it will be scarcely less be \$3.33, and by horse power \$3.00.

that the experiments that have been already made in England were by no means so efficient as they might have been, on being asked by the Committee—"Do you suppose that Steam-Carriages will be able to run for half the charges of horse-carriages?" answered, "my own idea is that Steam-Coaches will, very soon after their establishment, be run for one-third after their establishment, be run for one-third of the cost of the present Stage-Coaches. "In England, too, a Stage-Coach with four horses carries nearly double as many passengers as one of our's does, viz. six inside, and twelve outside. Mr. Gurney on being asked the same question, answered, "that the comparative expense of running a Steam-Carriage, and running a coach with four horses, varies in different situations. ent situations, according to the price of coke, and the price of labor. It is in all cases consi-derably less, at least one half less."

Suppose, Sir, that a Baltimorean in some re mote part of the world, where the operation of railroads was unknown, in order to enlighten an ignorant community on this important subject, should publish a statement that on a railroad running out of Baltimore passengers were conveyed at the rate of four miles an hour, sixty miles for four dollars, would he more completely mislead the public, and more blankly contradict ascertained facts, than does the writer of the communication in regard to the two important particulars, the weight of steam earriages and their comparative expensiveness

with horse power?

The writer enters likewise into a calculation of the comparative expensiveness of transportation by steam on a railroad and on a turn-pike, wherein he proves nothing but his ac-quaintance with the elementary rules of arithmetic.

Permit me now, sir, to call your attention, and that of your readers, to opinions which are entitled to more consideration than that of the writer of the communication, as to the practicability of steam carriages on turnpikes. Farey, an engineer of high standing in England, and of the experience of 25 years, being asked by the committee—" Has the experience which has already been had of steam carriages been such as to enable us to say that it is not merely in theory we have calculated on these carriages?" answered—"Yes; what has been done by the above-mentioned inventors proves to my satisfaction the practicability of impelling stage coaches by steam on good common roads, in tolerable level parts of the country, without horses, at a speed of eight or ten miles an hour. The steam coaches I have tried have made very good progress along the road, but have been very deficient in strength, and consequently in permanency of keeping in repair, also in accommodation for passengers and luggage; for which reason they are none of them models to proceed upon to build conches as a matter of business. From the complexity of their structures and the multiplicity of pieces of which they are composed, it is impracticable to give them the requisite strength by mere addition of materials, because they would then be too heavy to carry prefitable loads as stage coaches. I do not consider that it is now a question of theory, for the practicability I conceive to be proved; but many details of execution, which are necessary to a successful practice, are yet in a very imperfect state,"
Mr. Gurney stated his opinion as follows:

"Imperfections will exist in the machinery; but I conceive that the main points of difficulty have been removed by the experiments I have lect and arrange facts having a bearing upon made, and that all those now remaining are practicable difficulties, which will be removed by further experience; and if there is no cause ders performed on Railroads were regarded as opposed by the legislature, or at any other more arrange facts having a bearing upon these matters for their use and information.

A few years only are passed since the wonders performed on Railroads were regarded as opposed by the legislature, or at any other more arrange facts having a bearing upon the derivative of the second
very moderate in his views, and who, like the mentally recompensed by the present state of which would not once have been believed, and writer in the Foreign Quarterly Review, thinks the subject. Private carriages will also be that the experiments that have been already used. Under this opinion I have given directors and have been cited. On this sub-

tions for building a small one."

Mr. Nathaniel Ogle stated to the committee that his partner and himself, who had run a steam coach eight hundred miles with great success, "were about to establish a factory where these vehicles (steam carriages) will be made in numbers; and a great many are alrea-

After hearing all the evidence, which fills one hundred and thirty large octavo pages, the committee of the House of Commons concluded

their report as follows

"Sufficient evidence has been adduced to con-

vince your Committee—

1. That carriages can be propelled by steam on common roads at an average rate of ten miles per hour.

2. That at this rate they have conveyed up-

wards of fourteen passengers

3. That their weight, including engine, water fuel and attendants, may be under three tons.

- 4. That they can ascend and descend hills of considerable inclination with facility and safety. 5. That they are perfectly safe for passen-
- 6. That they are not (or need not be, if pro-

perly constructed) nuisances to the public.
7. That they will become a speedier and cheaper mode of conveyance than carriages drawn by horses.

8. That as they admit of greater breadth of tire than other carriages and as the roads are not acted on so injuriously as by the feet of horses in common draught, such carriages will cause less wear of roads than coaches drawn by horses.

9. That rates of toll have been imposed on steam carriages which would prohibit their being used on several lines of road, were such

charges permitted to remain unaltered. It is, accordingly, the opinion of engineers and practical workmen, and of a select Committee of the House of Commons, who had before them most minute and various information, that the practicability of the application of steam to propelling vehicles on common roads is established. Now, sir, when it is recollected that this practicability has been established by experiments tried with imperfect engines and on roads not made for the purpose, what are we authorized to infer will be the result when successive experiments, guided by the great mechanical knowledge and skill of the age, jects, and is as follows, viz.: that in proportion shall have brought the steam apparatus appro- as the speed on a Railway was increased, the priate for this object to a high degree of perfec-tion, and when carriages with such improved apparatus shall be run on roads constructed purposely for their operation? One step only has been made—a most important one, to be sure. Possession has been obtained of a new field for the action of the prolific power of steam —the most extensive and the richest field that has been opened to its mighty labors. The enterprize and ingenuity of man will not fail to cultivate it successfully. The fruits of the cultivation will be immeasurable—its results in-calculable. M'ADAM. calculable.

[From the Alexandria Gazette.]

RAILROADS AND CANALS .-- No subject can be more interesting to our readers than that of Internal Improvement, and the inventions which have recently been brought into use, to facilitate trade and commerce and inter-communica tion. Hence, we are always studious to col-

Mr. Farey, a distinguished engineer, who is || for the last six years to the subject, and am || increased and extraordinary velocity on Canals, ject, however, we have been favored with a painphlet, published in England, which contains so much that is really important, and to us deeply interesting, that we will take the present opportunity to copy some of its pages, regretting that our limits only allow us to make extracts:
"The Liverpool and Manchester Railway

dy required by coach proprietors, carriers of Company, in their competition with the water-merchandise, and others, for their use on the public roads."

Company, in their competition with the water-carriage, have obtained but a very trifling proportion of traffic from the canals. The profits Company, in their competition with the water-(if any have actually been made by the carriage of goods on the Liverpool and Manchester Railway) are extremely small; yet the water distance between Manchester and Liverpool is nearly double the Railway distance; and instead of possessing the regularity of Canal conveyance, is, for eighteen miles of this additional length, subject to the winds and tides of the Mersey. Nevertheless, of an amount nearly fourteen hundred thousand tons annually, for the carriage of which the Directors of the Liverpool Railway were desirous to provide, be-fore the Railway was opened, little more than an eighteenth part, including the entire road traffic, has been as yet obtained for the Railway; and the expenses of carrying this fraction of the trade have been so enormous, as to make it doubtful whether the Railway Company do not suffer a regular loss on their carry. ing trade, which is defrayed from their profits as coach masters."—[Note B. Appendix.]
"However incredible it may appear, it is cer-

tain that Canal passengers can be carried at a speed of ten miles an hour, with a degree of ease, comfort, and safety, such as no other conveyance can give, and at a charge—if required by competition—not much more than a tenth of the cost of Railway travelling.

"These facts, so different from general belief, have been completely ascertained during the course of the last two years. They are consequent on the detection, by practice and experience, of two fallacies which had been held out to the public, and received as undoubted truths.

"The first of these fallacies was, that it was impossible to propel a boat, carrying any considerable number of passengers, along a Caual at high speed, without incurring an enormous expenditure of money and power, and without occasioning a wave or surge which would wash down the Canal banks.—[Note C, Appendix.]

"The second fallacy was promulgated by certain engineers, connected with Railway proexpense of conveyance was diminished, as the engines by doubling their speed could in the same time do double work.—[Note C..Appen-

dix.]
"Now, the first fallacy, viz. the alleged impossibility of moving at a great velocity through Canals, and the certainty of the destruction of the Canal banks by the swift passage of Canal vessels, have been proved to exist in imagination only. A speed of ten miles an hour has for the last two years been maintained, in the carriage of passengers on one of the narrowest Canals in Britain, without raising a ripple on the banks, even where the vessel carried upwards of one hundred passengers, or as many as are carried in a train of coaches on the Liv-

erpool and Manchester Railway.
"The expenses or cost of obtaining this speed are so trifling, that the fares per mile are in these quick boats just one half and one third of the fares in the Liverpool Railway coaches, while at these low fares the profits are such as to have induced the boat proprietors to quadru-ple the number of boats on the Canal.

"On the other hand, and in respect of the second fallacy, although it be true that the extrasource, I will be bold to say, that in five years nearly employed throughout England. I have not hesitated, having these feelings, to devote all my time

increased, and have gone so far beyond all previous calculation, as to make it doubtful whether the Railway Company will not ultimately find that, agreeably to an Irish phrase, they have gained a loss."

"As respects canals, the experiments of great velocity have been tried and proved on the narrowest, shallowest, and most curved Canal in Scotland, viz.: the Ardrossan or Pais-ley canal, connecting the city of Glasgow with proved every previous theory as to the difficulsels along them.

"The ordinary speed for the conveyance of passengers on the Ardrossan Canal has for the outer to the inner cabin, and the fares per mile are one penny in the first, and three far-things in the second cabin. The passengers are all carried under cover, having the privilege also of an uncovered space. These boats are drawn by two horses—the prices of which may be from 50 to £60 per pair-in stages of four miles in length, which are done in from twentytwo to twenty-five minutes, including stoppages to let out and take in passengers: each set of horses doing three or four stages alternately each day. In fact, the boats are drawn through this narrow and shallow canal at a velocity which many celebrated engineers had demonstrated, and which the public believed, to be impossible.

"The entire amount of the whole expenses of attendants and horses, and of running one of these boats four trips of twelve miles each, the length of the canal,) or forty-eight miles daily, including interest on the capital, and twenty per cent. laid aside annually for replacement of the boats, or loss on the capital therein invested, and a considerable sum laid aside for accidents, and replacement of the horses, is £700 some odd shillings, or taking the number of working days to be 312 annually, something of working days to be 312 annually, something under £2 4s. 3d. per day, or about eleven pence per mile. The actual cost of carrying from eighty to one hundred persons a distance of thirty miles (the length of the Liverpool Railway), at a velocity of nearly ten miles an hour, on the Paisley Canal, one of the most curved, narrow, and shallow Canals in Britain, is therefore just £1 7s. 6d. sterling. Such are the facts, and incredible as they may appear, they are facts which no one who inquires can possifacts, and incredible as they may appear, they are facts which no one who inquires can possi-

bly doubt.

pool Railway has been somewnat different from that on the Ardrossan Canal. On the Railway, indeed, the expected velocities have been fully attained, and the calculations of the engineer, in this respect, satisfactorily demonstrated as possible and correct; but unluckily one very important matter had not been admitted into the plan for the extension of the Canal to a point was found to have done.

Chesapeare and Ohio Canal.—On our fourth page, says the Williamsport Banner, will be found a brief exposition, by the President incert, for an improved chost for the sails of ships and other vessels. Six months; Nov. 8, 1832.

Jacob Perkins, of Fleet street, London, engineer, for an improved chost for the sails of ships and other vessels. Six months; Nov. 8, 1832.

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mulgated by engineers) have been enormously |calculation, or rather had not been supposed to ||nine miles above Cumberland, and into exist, viz:—the probability, or rather certainty, neighborhood of the coal region. of a great increase of expense consequent on increased speed. The geometrical ratio or increased resistance on increasing the speed on expense to the company of 1,450,000 dollars, by canals has been transferred to the increase of the intervention of three more dams and three expense on increasing the speed on Railways, with this addition, that the increase of expense affects not merely the moving power, or loco-motive engine, but the coaches, waggons and road-way. The ordinary speed of conveyance the town of Paisley and village of Johnstone, a on the Liverpool Railway is from ten to twendistance of twelve miles. The result has distance of twelve miles. weather and the weight dragged. The Railty and expense of attaining great velocities on way engine, with its tender for carrying coke canals; and as to the danger of damage to the and water, costs about £1000, and drags after ardently hoped that the great and multiplied inbanks of canals by great velocity in moving ves-it a train of eight coaches, the cost of each of which, if the same as in the estimate for the London and Birmingham Railway, should be £200, or a train of first-class coaches, with acpassengers on the Ardrossan Canal has for the arrangement of the canal have sustained no injury, indeed injury is impossible, as there is no surge. The boats are formed seventy feet in canal have sustained no injury. length, about five feet six inches broad, and, per mile, for each passenger, in the common but for the extreme narrowness of the canal, coaches, of what is called the "first train," might be made broader; they carry easily from seventy to eighty passengers, and, when required, can, and have carried, upwards of 110 passengers. The entire cost of a boat and fit what is called the "second train," which move tings up is about £125. The hulls are formed at a lower velocity. The lowest Railway fare to the traveller is therefore there half pane are of light iron plates and ribs, and the covering is of wood and light oiled cloth. They are more airy, light and comfortable than any coach; at an inferior speed, exposed to wind and rain, airy, light and comfortable than any coach; at an inferior speed, exposed to wind and rain, they permit the passengers to move about from and the steam and smoke of the engine—or double the fare on the Paisley Canal, for being carried in a comfortable cabin under cover.'

"The Paisley Canal boats have now been at work plying on that canal since the autumn of 1830, and it is found that they are as easily and safely drawn at the high velocities before mentioned, during the night as during the day. The accidents on the Liverpool Railway have been so frequent, and so serious, as to require the notice of the Directors in the Reports; whilst not even the semblance of an accident has happened with the Paisley boats."

"Although I have principally confined myself to the article of passengers, yet all I have stated applies equally to the light goods now sent by the road waggons and vans.

"With two horses, it has been shown that a weight equal to nearly eight tons in passengers may be conveyed along a narrow and shallow canal at a rate of nine or ten miles an hour, and at an expense of 11d a mile, including every outlay, with interest and replacement of capi tal, being less than one third of the bare cost for conveyance of a similar weight on a Railway."

(Note B, Appendix.)

(Note C, Appendix.)

"As respects Railways, the experiment of high velocities has been made, and the result ascertained on the best finished and finest line of Railway in Britain, connecting the two great towns of Liverpool and Manchester, without a single curve, from end to end, and with only two short ascents.

"The result of this experiment on the Liverpool Railway has been somewhat different from that on the Ardrossan Canal. On the Railway.

seen that this object is proposed to be accomplished within two years, and at an additional canals communicating with the main river at both extremities of each. The entire line of improved river navigation will then consist of 160 miles of canal and 35 miles of still water, making in all a distance of 195 miles from the mouth of Tiber creek, in Washington, to the point designated above Cumberland, and affording a sufficient depth of water at all seasons of the year for boats of 100 tons burden. It is terests at stake in this hitherto unparalleled work will not suffer it to languish, but will quickly place within the reach of the Directors the means necessary to complete and bring into speedy operation, at least, its entire Eastern section. In our neighborhood the work goes bravely on, and little doubt seems to be entertained of the completion of the whole line now under contract within, or about, the time required by the charter. The remarkably mild and open character of the weather during the winter has been favorable to the progress of the work, and the contractors have been faithfully and diligently engaged. Some of the dirt sections consequently are nearly finished, and many of the heaviest jobs are in a state of considerable forwardness. The aspect of the country, in the immediate vicinity of the river, for miles above and below the town, is indeed greatly aboved incomplete the country. changed, insomuch that it can scarcely be recognized by those who have not lately visited the line; while the impulse given to the business of this place by the construction of the Canal near us is very visible, and the prospects of Williamsport daily brighten.

[From the London Mechanics' Magazine.]

GRAND JUNCTION RAILWAY .- The sudden dissolution of Parliament last year arrested the proceedings of two different Companies, which had been formed for the purpose of effecting a railway communication between Liverpool and Birmingham. The undertaking has since been revived, under the title of the "Grand Junction Railway," and the two rival Companies have united their forces to carry it into effect. It is now proposed that the railway shall proceed from Birmingham, by way of Dudley, Tipton, and Wolverhampton, to the north of Staffordand Wolvernampton, to the north of Stafford-shire (whence branches will eventually be made into the Potteries,) and thence to Preston Brook, at four miles from which place it will be carried across a narrow part of the Mersey at Washington, and join the Liverpool and Man-chester Railway about midway between its two extremities. By thus including some fifteen or sixteen miles of railway already formed, the line will not be executed at considerably less cost, but it will effect a communication with Manchester, as near and as direct as that with Liverpool. The engineers are Mr. Stephenson and Mr. Rastrick; and the Committee includes most of the gentlemen who took an active part in the formation of the Liverpool and Manchester line.

[From the same.]

NEW PATENTS.—George Frederick Muntz, of Birmingham, metal roller, for an improved manufacture of metal plates for sheathing the bottom of ships and other vessels. Six months: Oct. 22, 1832

Henry Scrivener, of New Broad street, London, gentleman, for a certain improvement or improvements in the construction of iron rail-

ways. Two months; Nov. 3, 1832.
William Wilkinson Taylor, of Bow, Middlesex, felt manufacturer, for an improved cloth

Nashville, Tenn. January 28, 1833. To the Editor of the Ralroad Journal:

Sir-I have occasionally read your Journal, and wish a copy from the commencement, together with the current year, for W. H. B. Esq. J. M. Esq. and myself. The amount of subscription for the three sets will be paid you in a few days, by Mr. J. P. A. who will visit your city.—Annexed you have a communication for insertion, if you choose:

NAVIGATION OF THE OCEAN BY STEAM.-I am confident that in a short time the Atlantic will be subjected to safe, cheap, and regular steam navigation. The principal objections are, want of fuel for a long voyage, roughness of the waves, and obstruction of the boilers by salt water. These difficulties will be obviated by the plan I propose.

It has been ascertained from scientific measurement, that the waves of the Atlantic never rise in time of storms more than twenty-four feet high; and the breadth nearly double the elevation. To overcome waves 24 feet high by 48 wide, it is necessary to build a large vessel, near the size of our seventy-four gun ships, 300 feet long and 70 wide. The largest steamboat was lately built at Pittsburg, the Mediterranean, 196 feet long, and boiler of 400 horse power. A boat of 300 feet would ride across six waves, as on joists, equally sustained; and the width would fill the space between waves, and prevent rolling. The engines, one on each side, of 500 horse power, and 48 feet diameter of wheel, would have a slow stroke, suitable to take hold passing from wave to wave at twelve miles per hour; and cross the Atlantic, 3000 miles, in ten or eleven days. Built for passengers and not for freight, it would carry 1500 tons of coal; and consuming 100 tons a day, an ample supply for ten or fifteen days. It should also be provided with masts and sails to run with fair winds, and prevent accidents; and to obviate obstructions of the boilers by salt. might be provided with two engines on a side, to run alternately, while the salt was being removed.

This large vessel, suitably constructed, would run proportionably faster, from the increased elasticity in a greater extent of moving medium, as a large fish will outrun a small one; and the rule will hold from the smallest to the largest moving body. This size would conveniently carry one thousand cabin passengers, and reduce the price (in the present ship packets, \$135) to \$100 a passenger, would be \$100,-000 a trip; and crossing and recrossing in a month, would be \$200,000; and in a year, \$2,400,000. A seventy-four, manned with 1000 men and ready for a cruise, costs \$1,000,000. This steamboat could not cost more than half as much; perhaps the cost and expense for a year's running would not exceed that sum-if so, the profit would be \$1,400,000. But in these details I have by no means correct data, and only give a conjecture for the investigation of experimental men.

To test the plan, a voyage could be first made from New-York or some eastern city, touching at the Chesapeake, Charleston, Havana, and New-Orleans. If it succeeded, then Europe would be brought relatively three or four times nearer to us; and there would be no lack of passengers and competition. For who would

||and Germany; or even make a fashionable trip| of a few days up the classic Mediterranean, to the earth, and separates nations and continents Italy, Greece, Egypt, and Palestine, where by boisterous and dangerous waves, the sport civilization, language, laws, and religion, had of the capricious winds, will soon yield its their origin.

The Pacific Ocean would be the most easy to navigate, even with our common steamboats, if they were large enough to carry fuel. most important modern invention. As a sta- Maine to Florida, and in the Gulf of Mexico, Its application to navigation and locomotion is making great progress in facilitating intercourse. The success of locomotive engines on common and M'Adam roads is now certain, and their rapid motion on railroads is wonderful. In navigation, in stemming the torrents of rivers, the steamboats, those immense mov- Journal in your journal of the 5th inst. on ing hotels, excite our admiration.

soon will be, throughout the land, on all the from the Atlantic to the Rocky Mountains and a species of navigation which our country the Pacific, carrying in its train the blessings justly claims the honor of having originated; of civilization, intelligence, and science, till the and which at no distant day is destined to lonely and remote savage wilderness will re-change the mode of warfare on the ocean. sound with the hum of population.

The ocean, which covers three fourths of listless force to the all-subduing power of steam, guided by science.

Intending, when I had more accurate informaticn and leisure, to make a communication, From the mouth of Columbia river, by the Sand- my attention was called to the subject by the wich islands, (a coal deposit) to China, the voy-British journals. In the London Quarterly for age might be made over the calm unruffled Pa- March last, page 42, it is claimed as a most imcific, in twenty days or less. A steamboat as- portant point of national superiority of Britain cended the Missouri last season, 2000 miles; over our country, that they navigate the ocean and they can go within less than 200 miles of by steam; while our steam navigation, confined the navigation of the Columbia river. A rail- to the rivers, will not fit our Steamermen, as road across, by this route, and Asia would be the reviewer says, to navigate the ocean. I relatively nearer to us than Europe is at pre- am not sure that our tide-water steam navigasent. What a theatre this for the enterprize of tion, in Long Island Sound, the Chesapeake, our countrymen. The steam engine is the and the Lakes, and along the Atlantic from tionary power it forms a new era in the arts. is not at least three times the extent of their Channels of the same kind. I read a statement with much pleasure in a late eastern paper, that, on the first instant, the steamboat David Brown made the passage from New-York to Charleston, each way, in four days running. An extract from the United Service "steam vessels of war," shews what high im-This portable elastic power is now felt, or portance is attached to that subject in England.

It should never be laid as a reproach to our rivers, and lakes, and borders of the ocean, country that any foreign nation outstrips us in

METEOROLOGICAL RECORD, FOR THE WEEK ENDING MONDAY, FEBRUARY 11, 1833. [Communicated for the American Railroad Journal.]

Das	te.	Hours.	Barom- eter.	Thermo- meter.	Winds.	Strength of wand.	Clouds from what direction	
Tuesday,	Feb. 5.	. 6 a. m.	30.21	23	w by s	moderate		fair
		10	.21	28	NNW	moderate	w	elevated hazy clouds
		2 p. m.	.12	34	wsw		WNW	cloudy—fair
		6	.08	31	1 1100000	light		fair
		10	.03	33		ngnt		
Wedneeday	. 4 6.	1	29.85	33	s	moderate		cloudy
· · · · · · · · · · · · · · · · · · ·	, 0.	· U a. III.	20.00	30	8	moderate	sw	fall of wet snow—cloudy
		10	.78	35		121	(sw)	1 1 01 10
		10		33	sswwsw		} sw }	cloudy—fair at 12
		1	1 1				(NNW)	
		9	.70	40		C1	(sw)	c. "
		2 p. m.	.70	· 4 0	w-nnw	fresh		fair—squally
		ا م	.80	•			(wnw)	
		6		32	NNW		wsw	
TTL	4 7	10	.90	28		strong-gale	NW	—gale with snow
Thursday,	" 7.	.,	.90	17	NW by W	strong		fair—scuds from NW
		10	.91	19		gale	NNW	••
		2 p. m.	.89	24				••
		6	.94	22		strong		
		10	30.05	21	NW	fresh		clear
Friday,	" 8.		.20	18		moderate		
		10	.24	24				
		2 p. m.	.21	27	NW to sw			fair
		6	.20	29	sw		WNW	haze bank at NW
		10	.14	29				Haze bank at NW
Saturday,	" 9.	6 a. m.	29.93	31	sw by w		w by N	cloudy
,		10	.91	34	wsw to NW		W	fair
		2 p. m.	.91	43	NNW-NW	fresh	NW I	—scuds from NNW
		6	30,01	40	NW	moderate	AW	—settes from NNW
		10	.10	40		light		
Sunday,	" 10.		.08	33	END	ugue	· waw	—cloudy
· · · · · · · · · · · · · · · · · · ·	20.	10	.05	38	ENE	faint		cloudy
		2 p. m.	29.93	45	ENE-E-SW			—fair
		8 p.m.	.90	45 45	sw by w	c		fair—cloudy
			.96			faint—mod.		cloudy
Monday,	44 17	10		42	NE	moderate		hazy
aonaay,	" 11		30.17	33	NNE	a · .	}	cloudy
		10	.24	31		fresh		
		2 p. m.	.22	30	—ENE—NE	mode ate		mowcloudy
		1 6	.21	28	NE		ļ.	now
		10	.18	29		!	1	••

Average temperature of the week, 31, nearly.

The observations of winds for the month of January give the following results, viz.: NE. including N. 32-SE. including E. 9—SE. including S. 59—NW. including W. 35.

The observations of clouds for the same month result as follows, viz. : from the NE. quarter, including N. 5—from the not at such a cheap cost visit England, France | SE. 6—from the SW. 464—and from the NW. 304.

pingport, Ky. to a merchant in this city, will convey some idea of the importance and advantages deed from the completion of the Canal around the Falls of Ohio, at Louisville :-

"Statement of Steamb are that passed through the Canal, between the 1st and 15th January inst. with their tonnage and cost of tall.

cost of tota			
Steaniboats.	Tonnage.		Destination.
Huntsman	185 00	\$54 00	Cincinnati
Dove	97 72	89 06	Bt. Louis
Tippecanoe	185 68	64 25	Louisville
Chester	214 68	85 87	New-Oricans
'Cransport	136 Pl	<i>5</i> 0 75	Fittsburgh
Parag-n	89 90	85 62	Louisville
Mount Vernon	66 00	84 40	Louisville
Henry Clay	421 87	169 94	Louisville
Louisiana	396 90	122 40	Louisville
Highlan ter	87 10	84 P4	Louisville
Envoy	91 85	35 72	St. Louis
Wyoning	105 20	42 12	New-Orleans
Black Hawk, No.	1187 17	64 84	Louisville
Charleston	80 71	32 25	Louisville
Conveyance	90 37	33 12	Louisville
Henry Clay	424 87	149 95	New Orleans
Cousort	113 77	45 50	New-Orleans
Black Hawk, No.	2137 27	64 90	New-Orleans
Courier	114 58	45 75	New-Orleans
letamora	89 04	8ò 60	Legisville
Tippecanoe	135 63	54 25	New-Orleans
Black Hawk, No.	1137 17	64 86	New-Orleans
High ander	57 10	84 91	St. Louis
Louisiana	306 00	122 40	New-Orleans
Conveyance	90 37	86 12	Florence
Mohican	371 00	149 40	Louisville
Wm. Parsons	116 63	46 50	Louisville
Polander	118 77	47 50	Louisville
A Keel Boat	80 00	25 00	New-Orleans
Do	80 00	25 00	New-Orleans
A/U	55 55	00	

Tons 4611 00 \$1830 06

" Making a total of 4611 tons, and \$1830 tolls, within two weeks, at a season when little trade is doing, all the larger class of boats being laid up,

expecting interruption by ice.

This great work is now completely finished, and in a manner that will render unnecessary any material expense for ages. A great anxiety is felt by what Congress will do with the numerous petitions made to them to possess this work. After what has been done by the National Legislature for improvement of navigation and the protection of commerce on the seaboard, they feel a reasonable hope that this important work will become a national improvement, and be made free."-[Philad. Chron.]

AGRICULTURE. &c.

[From the New-York Farmer.]

Forest and Ornamental Native Trees Propaga ted by Seeds sown in the Spring. By the

Supposing that many of our readers would be disposed to procure and sow the seeds of valuable forest trees on having the subject suggested to them, we enumerate some of them.

ABIES .- This genus embraces the spruces The seeds should not be taken from and firs. the cones until they are sown, which is in March or April. They will flourish on moist sandy and even rocky and comparatively barren soils.

ACER, MAPLE.—If the seeds have been preserved in dry sand, they may be sown in March or April. A rich moist soil is suitable for most of the species.

ALNER, ALDER .- Sown in the spring, if properly preserved in the winter. Moist soil.

BETULA, BIRCH.-Seeds, if preserved in sand, may be sown in the warmth of spring in every description of soil.

Castanea, Chesnut.—The seeds are put in the ground in March or April. Sandy loams, or clayey soils free from stagnant water, are the most favorable.

CUPRESSUS, CYPRUS.—This tree thrives best in a light sandy loam. Seeds kept in the cones until spring, when they are sown in warm situations or in pots.

the nuts with their husks on until the time of sowing in the spring. Succeeds in almost all soils—rich and loamy the most favorable.

LARIX, LARCH .- Soil composed of sand, peat, or bog earth, and loam. Seeds sown from their cones in April.

boxes or pots, and the plants shaded in summer, and protected from frost in winter.

PINUS, PINE, -Soils sandy and rocky. Seeds kept in their cones until March or April.

Quercus, OAK .-- If the acorns have been kept from vegetation they may be planted in the spring. All soils—loves a rich loam, with a clayey sub-soil.

ROBIMA, LOCUSTS.—Attains the greatest per fection in light sandy soils. Seeds in March or

Saving Ashes in a Dry State for the Destruc-tion of Insects, &c. By T. L. Lain. To the Editor of the New-York Farmer.

on the Economy of Peat as Fuel, and the Ashes as Manure, particularly in reference to the Poor---By T. Bridgeman;" and I think with the writer of that article, that if you should succeed in arousing the citizens to a consideration of the subject, incalculable good roots are not materially changed by the scions may result to the community at large, and that your periodical would be viewed as a blessing.

We presume the question is the same as that

your periodical would be viewed as a blessing.
I myself have travelled through various parts of Europe, and can testify to the truth of Mr. Bridgeman's assertion. I have known manufacturers in France make use of peat altogether, for the purpose of driving their steam enpeat; and are highly estimated by cultivators

I have the satisfaction, also, of stating that would inquire if it is not only when the roots their importance is estimated by some of the have acquired their natural habits before the farmers and gardeners of this country; and I am persuaded that, if the citizens would be induced to save all their ashes in a dry state, they would soon be able to find customers. I know a gentleman in New-Jersey who would be glad to buy a quantity of peat and coal ashes, if he could get them dry and clean.

It is impossible to calculate what the value of all the ashes made in the city of New-York would be to farmers and gardeners, if taken care of. Mr. Colquhoun, in his "Statistical Researches," estimates "the value of the turnip crop annually growing in the United King-dom of Great Britain and Ireland at fourteen millions of pounds sterling," (equal to upwards of sixty millions of dollars); and who can tell what proportion of this success is attributable to the use of ashes? Farmers and gardeners here very frequently get their crops of turnips cut off by the black fly, through neglecting to use ashes and other antidotes for the destruction of insects.
Yours, respectfully,

T. L. LAIN.

New-York, January 22, 1833.

REMARKS BY THE EDITOR -This subject is deserving of the special attention of gardeners, and of all those who feel interested in behalf of the poor. Mr. Bridgeman says it is customary with housekeepers in Europe to sift their coal ashes every morning as soon as they are taken from under the grates. A frame is attached to an ash house, on which slides a sieve with a long handle. After the contents of the fire pan are thrown into the sieve, a few strokes to and fro cause the ashes to separate from the cinders. These may be used for backing in the kitchen fire, or consumed in stoves. Thus managed, the ashes compensate for the trouble. ons or in pots.

Mr. B. thinks by the above plan one half of the Juglans, Hickory.—It is best to preserve expense of fuel is reduced, compared with the practice adopted by housekeepers in New-York.

ROOTS OF GRAFTED TREES .-- A writer in the

LOUISVILLE AND PORTAND CANAL.—The following in sandy loam. Seeds sown in the spring in be very much obliged to any of your correct of a letter, dated 15th January, from Ship-boxes or nots, and the plants shaded in sum bondents for an explanation, it is this. It pondents for an explanation--it is this: It is well known to nurserymen that the roots of a grafted or budding tree take the habits of the scion, that is, they are numerous and ramified, horizontal or deep, according to the variety taken, and generally conform in their direction and volume to the shape and abundance of the top; and yet the sprouts which spring from these roots invariably, I believe, take the character of the original stalk. I will state a case: bud a peach on a plum-stalk at the surface of the ground, when it has but a few inches of root, the bud not only gives a character to the branches and fruit, but apparently to the roots tion of Insects, &c. By T. L. LAIN. To the Editor of the New-York Farmer.

Mr. Fleet: Sir,—I notice in your January number, page 9, an article entitled "Remarks" be plum sprouts. My wonder is why the roots should retain the character of the stock, after they have been enveloped and seemingly lost in the growth produced by the scion. The quince and the paradise apple are the only cases that I remember in which the character of the

which would require the cause of the scion or graft preserving its identity or producing fruit like its parent stock. When the scion is grafted on a stock whose roots have acquired their natural habits, they influence the branches of gines; and it is customary for them to save the scion to such a degree as to cause them, in their ashes in a dry state, which are bought or a very considerable measure, to assume forms taken in exchange for future supplies of fuel. and habits like those of their own variety or They generally fetch about half the cost of the species. Although thus influenced, still grafts from these branches, we all know, continue of the soil, not only as manure, but as an anti-dote for the destruction of insects. their identity. It has been asserted that the stock does influence the fruit of the graft; we

scion was inserted?

Maturity of Grain on Old and New Lands. To the Editor of the New-By AGRICOLA. York Farmer.

I was much amused on perusing in your January number of the Farmer, the communication taken from the American Farmer respecting the difference in the maturity of grain on old and new land.

I believe it will be found that the richer the land the longer all crops will be in coming to maturity. On poor, sandy soils, vegetation is rapid and short; on new lands, the soil, being charged with vegetable food, will of course be richer, whereas old lands, exhausted of vegetable food by cultivation, is consequently poorer; and I conceive it makes little difference whether land be elevated one hundred or a thousand feet above the level of the sea. If it be rich, the crops will be longer in coming to maturity.

We observe this almost daily in our fields; spots enriched by ashes or other manures are frequently green and growing, while the grain adjoining them is perfectly ripe.

If these considerations be taken into view, I think it will not be hard to explain the difficulties which seem to have puzzled the farmers in Ohio. Yours, AGRICOLA. Yates county, 18th Jan. 1833.

Ginger for Heaves in Horses. By T. C. To the Editor of the New-York Farmer and American Gardener's Magazine.

As Farriery is embraced in this work, I may add, that my old horse, who is now in his 20th year, has been cured of the disease called. "Heaves," by the use of ground ginger, a remedy recommended to me for the purpose. A table-spoonful was given to him daily, for several weeks, mixed in his mess of indian mend and cut straw. The horse had been troubled with wheezing and a hard cough for a year or two, and had lost flesh so much that he seemed New-England Farmer, under the well-known to have nearly finished his term of service. Since the use of the powdered ginger he has bog earth, and loam. Seeds sown from their signature of B. says,
sees in April.

Liquidament, Sweat Guy,—Succeeds best which to me is inexplicable, and which I should younger and in good spirits.

LIME AS A MANURE.—Mr. John Wells, in || the bed with a little manure. Nothing anas the experience of the benefits of lime:

than one hundred casks annually.

supposed to produce about five bushels or slacked lime, the cost of which, if the casks eight to ten cents a bushel. This is the most is about the same.

This mixture after lying twelve or fourteen days was shovelled over, and after some days being found fine and well mixed was spread from the cart on the ground. To my surprise found the effect produced to be equal to what is usual from common compost manure!

I had a piece of ground of about four acres, of rather light soil, which gave promise of a very small crop of grass. Being without the means of obtaining manure, as I had a quantity of earth of the top stratum, taken up on the fact that one man can manufacture nails, building a wall, I forthwith procured a quantity of lime and mixed it in the manner before in the usual way. The nails have been provmentioned. About the middle of June I had ed to be equally as good in quality, and far the grass mowed and the land ploughed. The lime compost was then spread and lightly harrowed in. An early sort of yellow corn, which when ripe husked itself, was procured. And my neighbors, who knew the process, were, in the fall of the year, much surprised by the is an excellent method of preserving fresh and stout ears of golden grain thus unfolded to view!!!

ON THE ADVANTAGES OF USING COW-WASH IN THE GROWTH OF VEGETABLES, BY MR. WILSON.—Some of the readers of the Register may not altogether be aware of the benefits to be derived from the use of cowwash in the growth of vegetables. The market gardeners in the vicinity of Glasgow use it in great quantities, which they procure from cow feeders in the city, at the rate of per barrel, (a common herring barrel,) and I can from observation vouch for its efficacy. Cauliflower, cabbage, broccoli, celery and kin, and after dividing it horizontally and ridasparagus, thrive amazingly with it, and I ding it of its seeds, and superfluous contents, have applied it myself to gooseberries, curplace the two parts together upon a dish or rants, raspberries, &c. with excellent effect.

They apply it after this manner: a little earth without the addition of water; let it remain is drawn round the stem of the plant or tree therein for two hours, or until sufficiently bain the form of a basin, into which the liquid ked: after which remove it, and the subject is poured. If it be dry, hot weather, this is matter of the pumpkin may be readily separadone in the evening, but if the weather be ted from the skin, and will be found to be in allowing, as they are usually sold, six score moist it may be done at any time. When the precise condition for pies, needing only to the hundred; part of which he sold at one this has been performed two or three times, the plants are earthed up, and receive no more of it. They apply it to their asparagus beds at any time from the beginning of March to the beginning of April. Their cell.

Their cell above rule not only have being according to the plants are earthed up, and receive no more of it. They apply it to their asparagus beds at any time from the beginning of March to the beginning of April. Their cell above rule not only have according to the pounds. It must also be understood that, in a planted on sides of the first sides are condition for pies, needing only to the number of which he sold at one shilling per hundred, and the remainder at the piece, calculating the whole sixty thousand to be sold at tenpence; therefore, calculating the whole sixty thousand to be sold at tenpence only, the produced, at that rate, twenty-five useless articles: the pies according to the pounds. It must also be understood that, in ery is planted on ridges five feet wide, in above rule not only being better without them, the pickling season, when green, some thourows across the ridge, at twelve inches from but may be made with only one-fourth of the row to row. Before planting they flood the ridge with the wash, having previously dug [N. E. Farmer.]

the New-England Farmer, gives the following swers better than this wash for turnips. I weeks since, says the Northampton, (Mass.) have seen most excellent crops when no oth- Courier, the invention of a machine for clean-From the frequent perusal of the benefits er manure was used. The ground for this ing rice from the hull, by some ingenious mederived from lime in its application to soil in purpose was well soaked with it during win- chanics of this town. At that time the trial Europe, I have been induced for more than a ter. To try the experiment I dug a plot on of its capacities had hardly been tested fairly, score of years, successively, to make use of it ground without giving it any manure; one as it was not perfected in all its parts nor its for agricultural purposes to the extent of more half of this I watered with the wash previous exact powers graduated. Within a few days, to sowing, and the other half was sown with- however, a machine has been completed, and One of my first experiments arose from a out; the difference was very great; the part all the improvements which experience had desire to give a top-dressing to a piece of land, watered bore turnips of a fine clear skin and which it was otherwise inconvenient to do. color, and at least a third larger than the un-made in the presence of a large number of The soil was a heavy black loam. Having a watered land. Any of your readers who our citizens. It performed its task to the adquantity of black earth from a trench, (or top wish to excel in growing vegetables may miration of all, and goes by horse, steam, wastratum,) I procured a quantity of lime. A stir up a small quantity of cow-dung with the bottom of four or five buck loads of earth was wash, and if applied when the plants are in a cleans the rice in the best possible manner, first placed; then a couple of casks of lime growing state, I hesitate not to say it will answithout, as has been the leading difficulty were spread thereon; then earth and lime swer their highest expectations: this I speak with all other machines, breaking up the grain. again, till my materials were used, or the from experience, as cauliflowers, cabbages, The Patent Office at Washington contains a quantity needed was had at the rate of eight and gooseberries, which have obtained the number of inventions for this purpose, and the or ten casks to the acre. Thus a cask being prizes, I have watered with my own hands. I am satisfied, if farmers in this country were to have a barrel sunk in one corner or are swelled and the lime partly slacked, is their cow-house, and the wash drained into it, tlemen who are familiar with the cultivation and with a water-pot or other means, apply moderate application in Europe, and the cost it to their land in moist weather, they would wise than successful, conferring a benefit upfind their labor would not be lost. - Garden- on rice plantations almost incalculable. ers' Mag.]

> to the community and to the inventor, who is ticultural Register.] at present the principal proprietor. Some idea may be formed of its importance, from in this way, at least as fast as fifty men can superior in point of form.

PRESERVING MEAT IN SNOW .- Meat that is killed in the early part of winter may be kept, if buried in snow, until spring. This kept, if buried in snow, until spring. good the carcases of turkeys and other fowls.

Set an open cask in a cold place; put snow and pieces of meat alternately. Let not the pieces touch each other, nor the sides of the cask. The meat will neither freeze, grow dry, nor be discolored; but be good the last o. The surfaces of the pieces should be March. a little frozen before they are put into the snow, that the juice of the meat may not dissolve the snow. The cask should be placed in the coldest part of the house, or in an outhouse.—[N. É. Farmer.]

PUMPKIN PIES .- Take any given pump.

RICE MACHINE.—We mentioned a few suggested been done, and a trial of its powers ter, or any other power. It works rapidly, premium of \$50,000 has often been claimed, but they all, upon experiment, fail of accomplishing the great object successfully. of rice, think this machine cannot be other-

To RESTORE SOUR WINE .- Take dry wal-HORSE SHOE NAILS .- Mr. F. Palmer, of || nuts, in the proportion of one to every gal-Buffalo, N. Y. has invented a new method of lon of wine, and burn them over a charcoal making nails for shoeing horses and oxen, for fire; when they are well lighted, throw them which he has obtained a patent. It is an ininto the wine, and bung it up; in 48 hours vention which promises to be of great value the acidity will have been corrected.—[Hor-

> PRUNING .--- In pruning young plum and cherry trees never cut away the spurs, as these produce the fruit. With perches reverse the order, and cut away old wood, and and reserve the most thrifty shoots, as these produce the finest sized peaches. Unlike many other kinds of fruit, the flower buds will be found upon strong shoots of the preceding vear's growth. In many instances such shoots may be shortened to advantage, and after the curculio has ceased to puncture them, the wounded ones should be picked, and others thinned where too many remain.---[Gen. Far.]

> CURRANTS AND GOOSEBERRIES. - The common Currant and Gooseberry, so essential to cookery and so prolific at the north, are not seen in these parts. The shrubs have been introduced, but do not bear, as far as we are informed. These have generally been brought from New England. Probably were cuttings or roots procured further south, they might We have eaten gooseberry tarts in succeed. Washington City-and are informed that in Virginia, both the current and gooseberry succeed admirably. We should be happy to see these valuable fruits naturalized in our climate.—[Southern Planter.]

> Walnuts.—A cottager at Warson, near Mansfield, has gathered from a walnut tree in his possession sixty thousand ripe walnuts,

SUMMARY.

Steam Boats on Seneca Lake .- We understand the Mesers. Stevens, of Hoboken, long and favorably known to the travelling public as connected with steam navigation on the Hudson River, have purchased of the Messrs. Rumneys the steamboat on Seneca Lake, together with the unexpired term of the exclusive right to navigate the Lake by steam We further learn that those enterprizing and perse vering gentlemen intend forthwith to commence building, and will have in readiness early in the summer, another boat, which, for accommodation and expedition, will be fully adequate to the wants of our men of business and those travelling for pleasure or health. On the opening of the Chemung and Crooked Lake Canals, the ensuing season, the commerce of our Lake will be so vastly increased as to demand additional steam navigation facili ties; and the present arrangement, we are assured, will furnish them to the extent required. [Geneva Gazette.

At a Meeting of the State Medical Society, held at the Capitol, in the City of Albany, Feb. 5th, 6th, and 7th, 1833, the following gentlemen were elected

its officers for the ensuing year, viz:

Dr. Thomas Spencer, Madison county, President Dr. James McNaughton, Albany, Vice President.

Dr. Joel A. Wing, Albany, Secretary.
Dr. Platt Williams, Albany, Treasurer.
Drs. James R. Manley, E. G. Ludlow, John R. Rhinelander, Consors for the Southern District.

Drs. Jonathan Eights, William Bay, Peter Wendell, Consors for the Middle District.

Drs. Moses Hale, Elijaah Porter, Samuel M Ciellan, Censors for the Eastern District.

Drs. John M'Call, Harvey W. Doolittle, Lauring

Hull, Censors for the Western District.

Drs. John H. Steele, Saratoga county, John B. Beck, New-York, John James, Albany, Henry Mitchell, Chenango county, Bryant Burwell, Erie county, Phineas Hurd, Cayuga county, and Samuel White, Columbia county, Committee of Correspondence.

Dr. John G. Morgan, Cayuga county, and Dr. Samuel White, Columbia county, were elected permanent members.

Dr. Walter Channing, Massachusetts, Dr. Reuben D. Mussey, New Hampshire, were elected honora-

ry members.

The Society, on the first day of their meeting

adopted lhe following resolution:
"Resolved, that this society will wear the usual badge of mourning for the space of 30 days, as a mark of respect to the memories of the late Dr. John R. B. Rodgers, of New York, and Dr. Joseph White, of Cherry Valley, two of its former Presi-dents."

A Just Rehuke.—A correspondent in the Columbia (S. C.) Hive, of the 26th ult. says: "One of the most contemptible scenes that my eyes have ever witnessed, I saw yesterday at Church. It was no thing more nor less than a Minister of the Gospel with a blue cockade fixed in his hat."

Mr. Leigh, the Commissioner from the Legisla ture of Virginia to South Carolina, arrived at Charleston on the evening of the 3d.

Sickness at Key West.—Capt. Eldridge, of the schr. Whale, from Key West, brings information that it was quite unhealthy on the Island, and particularly among the troops. The commanding offiticularly among the troops. The commanding officer informed him the day before he sailed that there

were twenty one men on the sick list.

A letter from Key West of 21st January says —" Disease has attacked us here very severely.— Six United States soldiers have died lately. One will be buried to day, which I hope and believe will be the last. It is a new species of disease. rigidly sober were equally attacked with the intem-The former weathered it, but almost all the latter who were attacked, fell victims. The physicians do not know what the disease is."

Another letter, dated 2d Feb. says,--" I am sorry to report an unusual number of cases of disease and death on the Island, though our particular friends have c-caped as yet."

Buston, Feb. 9 .- The Lost Found .- We learn that the greater part of the package of money lost by the Greenfield Bank, was found a day or two since in the cellar drain of the shop of the individu al to whom it was entrusted by the Cashier to bring into this city. He has been arrested together with his workmen, who, it appears, were present when the money was committed to his care. The amount of the package was \$15,000, all of which has been recovered, except about \$1000. Time will determine who is guilty—the individual or his workmen Atlas.

Vacant Lots.-The total number of vacant lots of ground on this Island, south of the line of Fourteenth street, were stated by Mr. Murray, in the Board of Aldermen, on Monday evening last, to be only 4,200—a majority of which was owned by thirteen individuals.-[Courier & Enquirer.]

Furious Driving .- John Phillips, a milkman, was convicted on Tuesday at the Sessions, upon an in-dictment for driving his cart through the streets faster than the allowed rate of speed, by which a lady was run over and very much injured. The Rethat he hoped this would prove a warning to the drivers of Broadway stages, cartmen, milkmen, and other gentlemen of the whip, and that whenever offences of this nature occurred, the perpetrators should certainly be visited with the utmost rigor of the law. Phillips will prebably be sentenced to im-prisonment in the Penitentiary.

The notion of the Indian loxia lighting up its nest with a glow worm, has usually been considered a popular fable, but the conductors of the Library of Entertaining Knowledge state, that an informant of theirs, a gentleman long resident in India, tried various experiments on the subject, and always found when he took away the glow worm out of a nest, that it was replaced by the birds with another, which was not used for food, but was stuck on the side of the nest with clay for a lamp.

Murder. -The Pendleton Messenger gives an account of an outrageous murder, committed on the 26th ult. near Stantonville, in Pendleton District, on the body of Jason Howard, by John Blakeley.— Howard was on the road with a wagon, where he was met by Blakeley, returning from muster in a state of intoxication. Blakeley ordered Howard to give the road, and as he stepped seide raised his gun and shot him down. Howard lived but an hour or two after he was shot. There had been no previous There had been no previous quarrel; but it is said that Blakeley had loaded his gun at muster, declaring his intention to shoot another man with whom he had some difference

Drowned .- Last night, while attempting to cross on the ice from the new Bridge to Fort Preble, a Mr. Poole, one of the soldiers of the Fort, was drowned. We understand he was a men of steady habits and correct deportment. In crossing the ice he mistook his course and was plunged unawares into the open sea. His cries were heard, but no assistance could be rendered him .- [Portland Daily Advertiser.]

Singular and Distressing Casualty.—The Car-lisle Republican of Wednesday last, says:—"On Sunday last, two small children of Mr. Henry Kim-mel, of the borough of Mechanicaburg in this coun-ty, conveyed into the barn floor, where a keg of ty, conveyed into the ourn noor, where a awg or powder was deposited, a coal of fire, and communicated it to the powder, which caused a sudden exploseon,—and what was most singular, blew each one of the children out of each door on the opposite side. One died the same evening, and the life of the other is altogether despaired of. No injury was done to the barn, nothing taking fire except some tobac co leaves, which were near or over the powder, and which was immediately extinguished."

DIMENSIONS OF SHIP OF LINE PENNSYLVANIA.

Length between the perpendiculars on lower gun deck, 220 00 Extreme length aloit, 247 00 Length between the perpet Extreme length aloit, Length of keel for connege, Moulded breadth of beam, Do do to Doub of held 190 00 56 09 for tonnage, to outside of wales. Do to outside of v Depth of hold, Extreme depth amidships, Burthen in tone 3306 23-95. Gune 140.

The following seems to be a proper pendant to the above

The following is an estimate of the quantity of sail duck required for the making of one complete suit of sails, &c. for the United States ship Pennsylvania, new building at Philadelphia :-

Number of yards for one set of sails. Bags, Hammocks, Boat Sails, Awnings, &c

3.1965 yards Size of Shrouds
Main stay
Main stay
Moin mast from step to fly pole
Moin yard
Moin stay
Size of Shrouds 11 inches 19 do 878 (cet

DESTRUCTIVE FIRES. In this city, about half past 8 o'clook last evening, a fire broke out in the large four story brick store, 25 and 27 Cedar street, owned by Hugh Maxwell, Eeq., eccupied below by Huntington & Campbell, and above by Marcus Deforest. The interior of the building was badly damaged, and the goods, consisting of cloths, &c., nearly destroyed. The stock of Messrs. Huntington & Campbell was worth about \$10,000, and the loss is estimated at half to two thirds of the amount. They were fully issured. Mr. Deforest's stock was worth about \$7000, and is nearly a total loss. He also was insured, as was likewise Mr. Maxwell on the building .- [Journal of Commerce.1

At Watertown, N. Y., the extensive Tannery and Oil Mill of Jason Fairbanks, Eq., the Paper Mill and Printing Office of Messrs. Knowlton and Rice, booksellers, and the Morocco Factory, and a dwell-ing house of Messrs. Kitts and Carpenter, are new, with all their contents. a beap of ruins.

The fire was discovered about 7 o'clock on Thursday evening, and so rapid were the flames, that nothing of consequence could be saved, and for a while, threatened the entire destruction of all the

Factories and Mills in the upper part of the village.

Jason Fairbanks' Tannery and Oil Mill, probable oss \$20,000, no insurance.

Mesers. Knowlton & Rice, do. \$15,000; insurance \$5,000.

Mesers. Kitts & Carpenter, do. \$4,500; no insurance.—[Watertown Eagle,—Extra.]

At Buffalo, at half past 4 o'clook on Thursday morning, a fire was discovered in the centre of Ellimorning, a fire was discovered in the centre of Effi-cott Square, on Main street, which consumed the four centre Stores, ewned by Messrs. Blossom & Allen. Loss \$5,000, of which \$4,000 was insured by the Howard Company, New York. Occupan(s.—Wadsworth & Penegar, Chair Fac-tory; loss \$1000—no insurance. John Hunt, Grocer; loss \$500—no insurance.

Whitmore & Francis, Block Tin Factory; loss \$200-no incurance.

Abner Cutler, Cabinet Maker, \$1,500-insured by the Hartford Company.

Eli Troxel, Chair Factory; loss \$800—insured.
Considerable damage accrued in Stores and buildings adjoining by removals of property—the Printing Offices of the Bulletin and the Patriot are among the number.

Mr. Troxell's life was probably preserved by the tachment of a favorite dog. His lodging room attachment of a favorite dog. His lodging room was in one of the upper stories, and he was first alarmed by his little room mate springing upon the bed and attempting to rouse him by his howling.— Not sufficiently awakened he threw him from his bed and bade him "be still"—but the faithful animal furiously dragged off the covering and centinged his efforts till his master was made sensible of his danger, and just in time to preserve himself from suffocation.—[Buffalo Journal,—Extra.]

RICHMOND, Thursday, Feb. 7.—The Gallego Mills owned by Mr. P. J. Chevallie, were entirely destroy. ed by fire last night.

The fire originated about 7 o'clock from friction, is supposed, of the machinery, in the loft of the new ill. The mill was in operation at the time, and when the fire was discovered, three wheat fans were in a blaze, and their action on the air immediately wasted the flames to the roof, which in a few moments was in a complete blaze; and the old mill adjoining being to leeward, soon caught also, and in half an hour both mills were wrapped in flames from top to bottom.

\$100,000 will hardly cover the damage done by this destructive fire. Near that amount is insured. These mills were the most extensive in this country, and turned out flour of the most superior quality, nearly all of which found a market in Brazil, at a higher price than any other except the flour from Hazall's new mill. This is the first season the Gallego mills were in operation, since the new mill was built, and already they had ground over 220,000 bushels of wheat.

About fifteen years ago, the old Gallego mill was destroyed by fire, also produced by friction of the machinery. Mr. Rutherford had his mill burnt machinery. Mr. Rutherford had his mill burnt previous to that, and more recently the Mesers. Haxalle theirs, the fire in each case originating, it was supposed, in the same way.-[Whig.]

Awful Calamity.-We learn from an unque able source, that the dwelling house of Mrs. Hard, of Gerard county, together with the barn and saveral other houses, were entirely consumed on the lith instant, and, most distressing to relate, three of her daughters were burnt to death in the house.

Their bones were found near a front window, where it is supposed they had gone to endeavor to make their escape.—[Lexington (Ky.) Observer, Jan. 26.]

Fire.—The weellen factory, with all the stock and machinery, belonging to Messrs. Flanders & Beckford, in London, N. H., was destroyed by fire on Menday morning last, about 4 o'clock. There was no insurance on the building, stock or ma-

LIEUT. RANDOLPH.—It is with sincere pleasure set we are enabled to announce to the public, on the best authority, the complete and Amerable Ac-author of Lieut. Rebert B. Randolph, of the Navy, by the Court which has lately had his case under sideration. He has been fully and honorably acquitted on each and all of the charges and specifi-cations on which he was tried. The balance aparing, in the settlement of his accounts agains pearing, in the settlement of his accounts againshim, has been, together with the accounts, turned over to the proper officers in the Treasury Department for adjustment; and that there are be no difficulty to the sear when it is culty on that score will at once be seen, when it is d, that the deficit exists from the fact of his having given receipts for stores, which were brought home in the vessel and deposited at Charlestows; and which, of course, the Government received in full.---[Alex. Gazette.]

[From the National Intelligencer of Friday.]
The First of February, the reader will recollect,
was the day on which the South Carolina Ordinance We have no information from was to take effect. Charleston later than that day. From Columbia, the seat of Government of the State, we have seen a letter which states, that on the preceding evening the stadents of the College in that place formed a procession at about 8 c'clock, and marched through the Main street, with an effigy of General Jackson, with a label "Andrew the First" on its head, and the Executive Messages in its hand. They bore it the Executive Messages in its hand. They bore it to the front of "The Hive" Office, (a Union paper) and there they burnt and shot it. "So ended with us Nullification the first day," says the writer.

All the 25th number of the American Quarterly Review, except the final article, the subject of which is Nullification, has been printed. We annex the titles of most of the articles.—Fafe of Commodore Barney: Revised Code of Pennsylvania; Life of Schiller; View of the State of Ohio; Girard Col lege; Hampden and his Times; New-Zealand and Tristan d'Acunha; Memoirs of the Duchess of St. Lou. &c. ... [Nat. Gaz.]

North River .- This river is again closed below the Highlands, and all the steamboats have discontinued manning. The ice has formed so rapidly for a few running. The ice has formed so rapidly for a few days past, that the Marco Bozzaris, which left here for Poughkeepsie, was unable to get back, and is now frozen in at Newburgh. At Albany the ice is sufficiently solid to admit of loaded stages and produce wagons crossing with perfect safety.

We are requested to state that the contradiction volunteered in a morning paper of a report that Mr. James Lawson was about to be connected with the editorial department of the new Magazine published in this city, was premature, inasmuch as such a rert never reached the ears of the conductor of that

A gentleman who crossed Hackensack bridge at 9 c'clock on Wednesday evening, informs us that the middle part of it had settled at least two feet, in consequence of the piles by which it was supported, being loosened or otherwise affected by the ice, which had accumulated above the bridge in consid erable quantities. It was apprehended at that time, that the whole structure would be ruined.

Ohio State Bank.—The Columbus Register of a late date says, the project of a State Bank in Ohio, is by common consent, to sleep until the next see

At the last stated meeting of the Philosophical Society of this city, Professor A. D. Bache made a communication showing that the experimental examination, by Sir David Brewster, of the eptical illusion by which Cameos, seen through a com-pound microscope, appear to be intaglice (elevations to be depressions), and vice versa, had been entirely anticipated by our illustrious countryman, Ritten-house, who, in 1780, made a series of experiments on this subject, agreeing, remarkably, in their de-tails with those described by the British philosopher. The examination by Sir David Brewster is contain-ed in his "Letters on Natural Magic," recently published; that by David Rittenhouse in the Trans-

Accounts from Nashville to the 21st ult. state one death and one new case of cholera the day previous.

Shocking Accident .-- The Paterson Courier contains the following most distressing account: "About ten days ago a Mrs. Gles, who had been sitting up till a late hour awaiting the return of her husband, who was absent, was so unfortunate as to have her clothes take fire. Her dress being of cotton fabric, was instantaneously in a sheet of flame, which communicated itself also to the dress of her small child who was near her. Finding it imposeible to extinguish the fire, she rushed out of doors in search of aid, and ran to the door of one of the adjacent houses. The astonishment which seized the inmates of that, upon seeing as they awoke, s human figure enveloped in a sheet of flame, stand-ing at their door, it may well be supposed, prevent-ed them from rendering the most prompt and judi-cious ald. Before the flames could be extinguished the poor woman was most severely burnt, as was also her child, which remained in the house. Hopes were for a while entertained for their recovery, but on Friday last the lifeless remains of both were deposited in one grave."-[Jour. & Adv.]

We learn that on Thursday evening last, the two story dwelling house of Mr. Ichabod Bruen at Union Hill, between Chatham and Bottlehill, Morris County, was entirely destroyed by fire. The fire broke out between 7 and 8 o'clock, and it is supposed originated from the wick of a candle which had been imperfectly extinguished. Mr. Bruen and his wife had gone from home, leaving a young woman and two children who had retired to bed. They were not awakened by the flames and when the neighbors arrived, it was with great difficulty that they were rescued, as the fire was within two feet of the bed where they were sleeping. A large part of the furniture was destroyed, and the total loss is estimated at \$2,000, no part of which was insured. [Newark Daily Adv.]

Singular and Fatal Accident .- At Salem, Ma on Tuesday last, as a girl named Webb, about ten years old, was going out of the back door of a cabi not shop, one end of a woolen tippet which was tied around her neck, caught as the door was drawn by the pulley, and she was thrown over the side of a flight of stairs, and literally hung, in which situation it is supposed she must have remained at least half au hour, before she was discovered. A person who happened to go into the shop at this time, saw the little sufferer, and as he opened the door, she fell, about four feet, upon the floor. She was taken up, and a physician immediately called, when it was found that her neck was broken, and, of course, life

Appointment by the President.—John Haley, of Pennsylvania, Consular Commercial Agent of the United States, at the Island of Barbadoes, vice John M. Kankey, deceased.

The following genuine piece of humor is from Hood's Comic Annual, entitled an epistle from a country boy to his friend is town:

"Now, Bob, i'll tell you what I want. I want you to come down here for the holidays. Don't be afraid. Ask your sister to ask your mother to ask your father to let yeu come. It's only ninety mile. The two prentices, George and Will, are here to be mode farmers of; and Nick is took home from school, to help in agriculture. We like farming very much; its capital fun. Us four have got a gun and go eut a shooting; its a famous good one, and sure go ent a shooting; its a famous good one, and sure to off if you don't full cock it. Tiger is to be our shooting dog, as soon as he is left off k illing the sheep. He's a real savage, and worries cate beautifuls Before father comes down, we maen to bait our bull cruize. with him. There's plenty of new rivers about, and we're going a fishing as soon as we have mended our joint. We've a poney, too, to ride, when we can catch him; but he's loose in the paddock, and has neither mane but he's loose in the paddock, and has neither mane nor tail to signify to lay hold of. Isn't it prime Bob? You must come. If your mother won't give your father leave to allow you—run away. Remember you turn up Goswell street to go to Lincolnsbire, and ask for Middlefen ball. There's a pond full of frogs, but we wont pelt them till you come; but let it be before Sunday, as there's our own or shard to it be before Sunday, as there's our own orchard to rob, and fruit's to be gathered on Monday. If you like sucking raw eggs, we know where the hens lay, and mother dont; and I'm bound there's lots of bird nests. Do come, Bob, and I'll show the wasp's nest and every thing that can make you comfortable. I dare say you could borrow your father's volunteer musket of him without his knowing of it; but let actions of the American Philosophical Society, vol. sure any how to bring the ramrod, as we have mis-2.—[Nat. Gaz.]

Dreadful Accident .- A female domestic in the rvice of a gentleman in the Bowery, was s with a fit yesterday morning, while arranging the breakfast, and fell into the fire; no person was in the room at the moment, and before the occurrence was known to the family and assistance could be rendered, the sufferer was dreadfully burned in the head and the upper part of her body. Hopes are entertained that her life may be saved, although her situation is very precarious.—[Standard.]

HEALTH OF THE CITY OF HUDSON .-- According to a statement of the interments during the last year, the total number of deaths is 75 out of a populathe total number of deaths is 75 out of a popula-tion of 5,392,—exhibiting a degree of health which will hardly find a parallel in any other section of our country. The greatest mortality occurred among children, and those under one year of age. The appalling pestilence, says the Columbia Re-publican, which swept over our land, carrying death and dismay into different and distant sections of the Continent, passed us without leaving a trace of its existence; and our citizens, unless they witnessed its ravages in other and less fortunate places, know nothing of the character of this fearful de-struyer, except by the indistinct reports which they have obtained from abroad.

New Orleans, January 19. Two of the cabin passengers (Wm. L. Moore and Warren Stone, M. D.) of the unfortunate brig Ame-lia, which it will be recollected was wrecked on Felly Island, S. C, on her passage from New York to this place, arrived here yesterday, in the schooner Eagle, from Havana. They give the following per-

Left Folly Island, November 20, with 61 persons on board (40 of the passengers of the brig having died of the cholera), and on the 28th were again wrecked on Matiniila Reef, off Abace, 4 1.2 miles from land—they all except two got ashore on an island called Walker's Key; the vessel went to pieces immediately and was lost—some of them got ashore entirely naked—they remained on the island fifteen days, subsisting on conk and other shell fish, which they caught by diving into the sea; and when relieved were in a state of actual starva-They were taken off on the 15th day by two tion. wrecking sloops, and conveyed to Nassau, N. P. There being no vessel in port bound to the United States, they got on board an English man-of-war bound on a cruixs among the West Indies, and, bound on a cruixe among the West Indies, and, falling in with an American schooner, they got on board and arrived at Havana, Dec. 24, and then took passage for this port. The rest of the passengers were left at Nassau; among whom were Mr. Rimi Miville, and family, of this place. The names of the two persons drowned are William Lawrence and William Murphy, Printers.

The carpet manufactory of Mr. Robert Thompson, at Man-chester, opposite Paterson, was entirely consumed by fire on Sunday morning last, and several of the buildings adjacent con-siderably injured

[From the Norfolk Herald, of Monday.] Arrival of the Grangus.—Arrived in Hampton Roads on Saturday, and proceeded up to the Navy Yard yesterday, the U. S. Schooner Grampus, Lt. Com. Joseph Smoot, from Vera Cruz, Havana, and Key West, 9 days from the latter place, bringing the midshipmen of the West India squadron, whose examinations take place this year, all the sick of the squadron, and men whose term of service has expired. We have been politely favored with the fol-

lowing particulars:

Left U. S. ship Vandalia, Com. Henley, at Havana, and U. S. ship St. Louis, Capt. Newton, at Key West. The officers and crows of both vessels were in excellent health-both ships bound on a

The Grampus returns for a new crew, and brings despatches from Col. Butler, Charge d'Affaires at Mexico, and also from Com. Henley, commanding the West-India squadron.

There was a cossation of hostilities in Mexico, between the contending parties, owing to arrangements being made by the leaders of the factions to compromise differences; General Pedraza had been elected President, and was to have made his entry into the city of Mexico on the 3d ult. The armies had united and there was a prospect of a speedy and permanent peace.

List of Officers on board the Grampus.

Inseph Smowl, Keyt. Commander.
William H. Campbe I, 1st Li utenant.
Layd B. Newell, 2d do
Egra T. Doughty, Acting Sailing Master.
Penjamin J. Canonec. Parter.
William M. Wood, Acting Eurgeon.
Midshipmea—Iolin J. White, Chas. S. Ridgley, Geo. Henler O., James K. Bowle, Francis Lowry, Curran, Kearrey Japtain's Clerk.

(says the Richmond Compiler,) that in a few days ck Hawk, the Prophet, and the other Indian prisoners, taken by Gen. Scott, are expected to arrive at Fortress Monroe, to remain there as hostages for oir tribe. Their location upon the seaboard is said to be preferred by the government, for this considemation, among others, that they may be permitted to be prisoners more at large; for, if they were to attempt to make their escape, they would soon be recognized and apprehended in passing through the country to the West. They will be objects of much curiosity at Old Point.

There is now fine sledding from Boston to East-port, and in all the interior of New-England, and also at Onebec.

A letter has been received from the schr. Amazon which vessel sailed from Portland, (Me.) on the 9th January, and not having been heard of before was supposed to be lost. The letter was dated Winelbayen, (Me.) Jan. 26, and stated that up to that time she had been frozen in at that place, but had received no damage.

Disaster.-We learn from the Providence Journal of Monday, that the schooner Cherub, Hoskins, of Newburyport, from Baltimore, bound to Boston, west ashore at Norris Neck, between Watch Hill and Point Judith, on Thursday morning last, during the snow storm, and bilged She had a cargo of flour and corn. One of her hands perished from the severity of the weather. The others are safe.

A very destructive tornade passed through the neighborhood of Montgomery, Alabama, on the 23d ult. It passed over the plantation of Dr. Samuel C. Oliver, about ten miles distant, and levelled eve ry building to the ground, with the exception of the gin house, which was situated some distance from the other buildings; not a house is left standing!
Dr. Oliver had just built a new dwelling house.
His family was in the house at the time it was blown down, but they escaped injury.

Original Anecdote.-Some five and thirty years ago, when this country was almost entirely new, enterprizing blackemith came into the town of Bloomfield, and being unable, for the want of time and utensils, to erect a shop, put up his anvil and set his fire and bellows going, out of doors. Not long afterwards, one of his distant neighbors hearing that there was a blacksmith in town, started off to go and employ him; but not finding the way, in-quired of a man whom he not on the road, "how far it was to Mr. B.'s blacksmith shop?" "You are in the shop now," replied the wag, "but it is three miles and a half to his anvil." "You are

Alms House.—Mr. Whiting in the course of de bate, on Monday last, in the Boardof Aldermon, stated as a fact not generally known, but nevertheless true, that such had been the public munificence in the management of the Alms House heretofore, that he knew of an instance where an individual born is the institution and now living there, had been brought up and married, and had children in the Alms flouse, never having lived elsewhere during her whole life, and likely to remain in the same in-stitution during the remainder of her days.—[Conrief & Enquirer.]

LIFE INSURANCE.-In the Rochester Daily Adver tiser, we find the fellowing remarks, which we transfer to our columns, because we believe, that a more frequent recurrence to the practice of insuring life, would, to many a parent, alleviate hours of sad s during life, and to survivors, days of privation, after the death of a parent.

LIFE INSURANCE.-In the most common form in which these insurances are made, the party procur-ing a policy pays a certain premium to the Company, who engage, in the event of his death during e year following, to pay a specified amount to his family, or to such other person as he shall have directed. A person at the age of 25 years pays \$10 upon \$1000. If 35 years of age, he pays \$13 60 nily, or to such other person as ne shall have utsted. A person at the age of 25 years pays \$10

The question was put on Mr. White of New
on \$1000. If 35 years of age, he pays \$13 60
on \$1000, the premiums increasing with the age

of the applicant.

The benefits to be derived from Life Insurance will he best seen by examining the practical effect in would have upon families in different situations in life. A young man has a family dependant upon his duty at 4 cents. exertions for support. He is angaged in a business. This amendment that furnishes him a comfortable living, but he has not acquired so much property but that were he to die they would be left destitute. Such a man by

Visiters from the Western Wilds .- We understand | ject of constant anxiety, by securing a certain provision for his family in case of his death.

Another case, particularly applicable to a mercantile community like ours, is that of a man who is engaged in extensive business, has a large amount of property in his hands, and is indebted for a portion of it, or he is engaged in a lucrative business and his income far exceeds his expenditures. He does not fear but that if he lives he can discharge his debts and have a handsome property left; but should he die, and his estate be settled by executors, the necessity of changing property into cash at ence to discharge his liabilities, would much diminish, perhape entirely absorb the provision he had intended for his family. This man's income would enable him to pay an annual premium, and a policy (proportioned in amount to the extent of his business) would furnish funds to his executors to pay a portion of his debts and leave his property to his family.

Sir Walter Scott was a striking illustration o this class. In consequence of responsibilities that be had assumed for his publishers, he had become involved in debt to an amount far beyond his then present means. An anonymous friend offered him a sufficient fund to relieve his embarrassments, but hie feelings of independence led him to decline receiving it, as he was confident that he could retrieve his fortune by his own exertions.

He knew that his magic power extended not only to the passions, but to the purses of men; that each production of his gifted mind was a draft, never dishonored, on every admirer of genius, talent, and taste, for an amount that other poets and novelists sometimes gave to their heroes, but never dreamed of possessing themselves; and he felt certain that if he lived, his Midas-pen would win sufficient to extricate him from his embarrasements. vide for this contingency he procured an insurance on his Life. Long ere the amount necessary had been gathered, death broke the wand of the enchanter; but the *Policy of Insurance* saved the estate from bankruptcy and Abbottsford from the ham-

Men of stated income; those who have regular sal ries; most professional men; and all of that class whose incomes furnish little more than a support, but whose accumulations are so slow that there is danger death will overtake them before they have secured a comfortable provision for those dependent upon them—all these can guard against the evils that would otherwise arise from

such a casualty by procuring a Life Insurance
I presume there is no one who reads this but car around among his acquaintances and friends, and find many a widowed family that are now suf-fering the ille of penury and want, or dependent, upon the world's cold charity; where without any diminution from their comforts during the life time of the father, a competent support might have been secured to the survivors by a Life Insurance.

SAY.

HOME AFFAIRS.

CONGRESS.

Tuesday, Jan. 5,
The Senate resumed the consideration of the bill

HOUSE OF REPRESENTATIVES.

The morning business having been gone through the House then passed to the Orders of the Day, and again resolved itself into a Committee of the Whole on the state of the Union, Mr. Wayne in the Chair, and resumed the consideration of the Tariff Bill.

Mr. Wickliffe proposed to graduate the reduction

Mr. Wicklims proposed to graduate the reduction on cotton, so as to put this duty at 35 per ceal., then at 30, and then at 25 per cent. permanent.

This was negatived—Ayes 38, Noes not counted. Mr. Beardeley moved to put the duty at 40 per cent. then 35, and leave it permanent at 30.

This was also also negatived

This was also also negatived. 1836, at 20 per cent., and carried by the casting vote of the Chairman: Ayes 69, Noes 69.

Mr. Reed of Mass. moved to amend the Bill in the section respecting tarred cordage, so as to leave the

This emendment was agreed to: Yeas 77, nays 48. He offered another, leaving untarred cordage at

5 cents: which was agreed to.
Mr. Reed of Mess. moved to strike out the paying a small annual premium, removes one sub- tion in relation to Oliva Oil. Agreed to, year 86.

Mr. Root moved to amend the duty on silks by abolishing the discrimination between silks from India and those from the Mediterranean and France.

The duty in the bill was postposed until March,

Mr. Jarvis wished to put the duty on all silks at 10 per cent. Negatived.
Mr. E. Everett moved to put India silke at 10 per

cent. and admit all others free. Negatived.

The motion of Mr. Ingersell to strike out the

whole section in relation to silks, finally prevailed. Yeas 75, noes 60.

The committee khen rose, and the Heuse adionrned.

February 6 .- IN SENATE.

The bill from the House of Repre amend and explain the act of May, 1830, reducing the duties on coffee, tea and cocca, was read a third time and passed.

The resolution yesterday offered by Mr. Wilkins, to fix 12 o'clock as the hour for calling the special order of the day, until the close of the session, was taken up for consideration.

The special order was called for, it being 12 o'-clock—but the chair decided that the resolution just past did not take effect till to-morrow.

The bill to survey and locate a road in continua-tion of the Cumberland Road, from Vandalia, in Hilnois, to Jefferson, in the state of Missouri, was taken up.

Mr. Smith moved to strike out Jefferson and insert "some point," in order to leave for future decision the question whether the government shall continue the road through a State. This motion was stoutly resisted by the Missouri Senators. [The question presented by the motion is this—Whether the compact made with the North Western Territory, for making a communication between the Atlantic ber-der and the western limits of that territory, extends to the state of Missours, with which no such compact was made; and if not, whether the government could, constitutionally, make an apprepriation for a road within a State. The western men, however, avoided this question, and referred the constitutionality of the measure to the obligation of the government to give two per cent. of the proceeds of the whole of the public lands, in each of the new states, to the purposes of internal improvement within the State.]

The amendment was rejected, and the bill was or-dered to be engrossed for a third reading—yeas 18,

The House resumed the consideration of the Bill further to provide for the Cellection of Duties on

Imports, and

Mr. Tyler, of Virginia, took the floor, and, in a speech of two hours and a half in length, opposed the bill. Of the doctrine of Secssion and Nullification he purposed to decline giving any opinion. In this course, he followed the example of the Legislature of Virginia, which made no decision on these questions. He entered extensively into the history of our Government, and drew from that and other sources a theory of the Constitution which is alto-gether at variance with the powers claimed for the General Government by the Bill under consideration. There were, he said, three great parties in the country, at the adoption of the Constitution, who had each its separate notions as to the form of further to provide for the collection of the duties on Government which we ought to establish. They imports. At the head of the first was Alexander Hamilton, whose purity of purpose, high intellectual powers, and commanding eloquence, he eulogized in the warmest terms. At the head of the National party, he was sorry to say, were the statesmen of Virginia, with Edmund Randolpast hear champion. Mr. Madison, it had been confidently reported, was of this party. Mr. Hamilton, having been defeated in his favorite views, joined himself to the National party. The Federal party was triumphant, and owed their triumph in a great measure to Mr. Dickerson, of Delaware, who sustained their principles in the Convention, with great zeal, holdness and ability. The difference of principles between the National and the Federal party, he exhibited at length, by a reference to the powers which their respective leaders proposed to confer on the General Government. For instance, the National party wished to give the general government a veto on the laws of the States. The distinction between a Federal and a National government he drew with strong discrimination, and finally came to the conclusion that the people swed no allegiance to the federal government; but to the States of which they were respectively citizens, and that a State could not commit treason against the United States, nor be forced to obedience to the laws. As to the Supreme Court, as an arbiter, there was



no use to speak, for, "inter arma silent leges," when | bockings, and baizes : he briefly sustained the motion, | few days since, (particularly in relation to the Con. governments come into conflict, the decision of a court would not bush the thunder of their cannon. He denied altegether the right of the government to make war upon a State, and with a view to support this proposition his argument was chiefly framed.

Mr. Clayton, of Delaware, has the floor for to-

morrow.—[Reported for the Journal of Commerce.]

[From the National Intelligencer of Wednesday.] House of Representatives.

The House then once more went into Committee of the whole on the Tariff Bill.

Mr. H. Everett moved a duty two cents per pound en copperas; which was agreed to-yeas 58,

mays 55.
Mr. Evans, of Maine, offered an amendment restoring to paper of all kinds the same rate of duty imposed by the Tariff of 1824.

After some remarks from Mr. Verplanck, in which he stated that it was his purpose to move a general provision covering the stocks now on hand, in this and other branches of manufacture.

The amendment was agreed to—yeas 72, nays 66. Mr. Denny moved an amendment which went to restore to cut glass the duties of the Tariff of 1824, viz: three cents a pound specific, and thirty per cent.

This metion was sustained a good deal at length by Messrs. Denny, E. Everett, and Roed, of Mass., who stated the rapid increase and prosperous state of the manufacture, and its need of protection a-

gainst a British bounty.

Mr. Cambreleng denied that any such bounty existed.

The amendment was carried—yeas 72, Nays 60. Mr. Ashley moved an amendment giving to lead e same protection it had received under the act of 1828.

The amendment was supported by Messrs. Wat-mough, Horn, and Wing; and opposed by Messrs. Verplanck and Wilde. It was then carried—Yeas

67, Nays 49.

Mr. Denny proposed a duty of 5 cents a pound on white lead; which was agreed to.

Mr. Denny moved to restore to window glass the protection of the law of 1824, which was agreed to. Mr. Denny moved the same thing in respect to

bottles, vials and demijohns—which was agreed to.
Mr Verplanck moved to amend the miscellaneous section of the bill, which provides that on articles not enumerated, there shall be a specific or ad valorem duty, as at present, according as one or the other should be lowest, by deforring its operation until March, 1834; agreed to.

Mr. Sutherland moved to protect the article of

ready made clothing, as by the act of 1828, which

was agreed to. Semmes moved to exempt certain paints manufactured extensively at Baltimore and else-where, from the effect of the bill; which was agreed to.

Mr. Root now moved to amend the duties on wool so as to fix them at 50 per cent. till 1834; 40 per cent. till 1835; and then at 30 per cent. perman

duty.
This amendment was rejected, yeas 47, nays 54 (no quorum having voted, the question was again put, and the vote stood, yeas 58, nays 64) Mr. Beardeley tried a different amendment on the

1834 1835 30 ďο 1836

25 permanent. This amendment was adopted-yeas 74.

Mr. Howard moved to put the duty on Fossil Salt at 5 cents till March 1834, and then at 2 cents.

This gave rise to an animated debate in which the quantity of the Salt made in Eastport, in Maine, (the only manufactory of the article,) was discus and as also the extent of capital employed, and whether owned by British or American citizens; documents were quoted on both sides, and the pulicy of encouraging an article which competed with the salt made from water in various parts of the Union, was warmty argued.

The amendment was warmly resisted by Mosers, Jarvis, Bates, and Andersom of Maine, and McKen-non of Pounsylvania; and advocated by Mosers Howard, Ellsworth, Sutherland, and Reed, of Maseschusetts.

It was finally amended by Mr Reed so as to fix the duty on Fossil Salt at one third that on other Salt: and in this form it was agreed to-Ayes 66, Nose

which was further supported by Mr. Ellsworth, of

Connecticut, and Mr. E. Everett. It was then carried: ayos 64, noes 58.

Mr. Watmough moved a farther amendment including in the bill "patent floor cloths, and oil cloths of every description" (under the duty of 40 per cent.)

This was also carried—yeas 93, nays 63.

Mr. Pendleton of New York, moved to strike out

and worsted from the 35 per cent duty and
put on worsted yern costing 40 cents a pound, a duty
of 10 per cent.

was carried—yeas 68 nays 52. This

Mr. Barringer moved an amendment in the sec tion on cottons, which, owing to the confusion which prevailed, could not be distinctly understood.

Mr. Watmough moved a duty of 25 per cent on

manufactures of marble.

Mr. H. Everett added " and Marble."

Thus amended, the motion was agreed to.

Mr. Cooke now moved that the committee rise and report the bill, but the motion was pronounced

eut of order at present.

Mr. Russell of Ohio, now moved to strike out all of the bill after the enacting clause, and insert as a substitute, that the law of July, 1832, shall be and continue in full force and virtue until the 3d of March, 1841.

Mr. Ingersoll said the question was new and important; and, to allow time for its considers. tion, he moved that the Committee rise. He with-drew the motion at the request of Mr. Polk, who urged the Committee to bring the debate to a close, and report the bill.

The motion to rise was now renewed, and pre

The Committee rose accordingly; and The House then adjourned.

Thursday, Feb. 7,

In the Senate, this morning, a Message was re-ceived from the President of the United States, transmitting a Report from the Secretary of State on the subject of our diplomatic relations; and another Message on Executive business.

At 12 o'clock the Senate renewed the considera tion of " the bill further to provide for the collection of the duties on imports."

Mr. Clayton, of Delaware, spoke in support of the bill, and in reply to Mussrs. Bibb, Tyler and Brown. He greatly preferred the doctrine of secession to that of nullification. A separation of the States would, in his opinion, be productive of less mischief than the anarchy and confusion which would result from the exercise of a power by the States to annul the laws of the United States.

Mr. Mangum followed in reply, and after speak. ing about an hour, gave way to a metion to adjeurn, and the Sonate then adjourned.

House of Representatives.

Eighteenth Section of the Tariff of 1832.the transaction of the unimportant morning business,

On motion of Mr. Cambreleng, the House went nto Committee of the Whole on the ttate of the Union, upon the bill from the Senate, to explain and amend the 18th section of the act to alter and amend the several acts imposing duties on imports, approved 14th July, 1832.

Before any question was taken, the hour allotted to the consideration of the Tariff Bill arrived, when the Committee rose, and obtained leave to sit again.

The House again resolved itself into Committee of the Whole on the State of the Union-Mr. Wayne in the chair-upon the bill to reduce and otherwise alter the duties on imports.

The question pending at the adjournment, yesterday, was the metion of Mr. Russell to strike out all after the enacting clause, and substitute a section that the act of 1832, in relation to the Tariff, shall remain in force until the 3d of March, 1841, and no longer.

Mr. Ellsworth briefly supported the amendment Mr. Russell then rose, and withdrew his amend-ment, rumarking that he would reserve to him. self the right to renew it hereafter if he thought proper.

On motion of Mr. Semmes, a duty of two cents er pound on alum was inserted in the bill.

Mr. Jaivis moved an amendment, allowing the benefit of drawback, under certain circumstances. which was agreed to.

Mr. Reed, of Massachusetts, moved an amondment allowing a drawback on nails exported—syor 67, noes 52.

Mr. Alexander then moved that the Committee rise, and report the bill to the House.

etitutional powers of the Government, and the sub-ject of Nullification) and in reply to Messra, Dray-ton and Patton, who, Mr. A. alleged, had misunderstood and misrepresented his former argument. Of Colenel Drayton he said, it was "better to meet sa open foe, than a treacherous and flinching

Mr. Drayton rejoined with coolness, in the cour of which he declared that the gentleman from Massachusetts (Mr. Adams) had used language in relation to himself, "indecorous, ungentlemanly, and totally without foundation," and such as before had never been used towards him (Col. D.) His worst onemy, if he had enemies, would not use such ex-

Mr. Patton also made a few remarks in explanation and in reply to Mr. Adams.

The Committee then rose and reported the bill to the House as amended, without a division, and by common consent.

The bill and amendments were ordered to be printed.

The House then adjourned.

[From the Globe of Saturday.] Priday—In Senate.

After two or three bills were carried through stages of passages, the resolutions offered on the preceding day by Mr. Poindexter, calling for the orders issued to certain officers in South Carelina

came up.

The bill further to provide for the collection of

the duties on imports, was then taken up.
In the House of Representatives, Mr. Bell from the Committee on the Judiciary to which had been referred the Message of the President in relation to the proceedings in South Carolina, made a report accompanied by a "bill more effectually providing for the execution of the revenue laws, and for other which was read twice and committed purposes." to a Committee of the Whole on the state of the Union. The bill is in substance, as follows:

Section one provides that suits arising under the revenue laws, commenced in the State Court, may be removed to the Circuit Court of the United State in said district.

Section two provides that whenever suit shall be entered in the Circuit Court of the United States, notice shall be given to the State Court in which the suit orriginated, which State Court shall proceed no further; and if the State Court shall proce injunction may issue from the Circuit Court to stay

proceedings therein.

Section three provides, that in all other pro ings in a State Court by capias in witherman or dis-tress by attachment or otherwise, against the person or effects of an officer of the customs, &c., the Judge of the Circuit Courts may issue an injunction for

restraining further proceedings therein.
Section four provides, that the Marshal shall exesute any process of injunction as the Sheriffs of the States may do—any person who shall obstruct or resist any officer of the United States in the execution of such process shall be guilty of a misdemean-or, and on conviction fined not exceeding \$5,000, and imprisoned, not exceeding two years, at the discretion of the Court.

Section five provides, that either of the Justices of the Supreme Court, or District Judge of the United States, may grant write of habeas corpus in cases of persons committed to jail by sentence of a State Court, for any act done in pursuance of the revenue laws; and any person who shall disobey the said writ of habeas corpus, shall be adjudged gulity of a misdemeanor, and may be fined, not exceeding \$6,000 and imprisonment, not exceeding three years, at the discretion of the Court.

Mr. Bell of the Judiciary Com. stated that the report and bill had received the sanction of a majority of the committee merely. The minority, however, did not object to the provisions of the bill, but were of opinion that they did not go as far as was accessary to meet the emergency. The minority of the committee, he further stated, were not oppo-The minority sed to a portion of the views submitted in the Report.

The report was then read, referred to a committee of the whole on the state of the Union, and directed to be printed.

The bill to reduce and otherwise alter the duties on imports, and the amendments reported by the sommittee of the whole, came up for consideration. The first amendment, which proposed to insert a duty on worsted twist and yarn, was disagreed to without a count. The amendment adopted in com-Mr. Watmough meved to restore the duty fixed by Mr. Adams rose and went into a long explanation inities at the instance of Mr. C. P. White, fixing the act of 1829, on carpets, carpetings, flannels, of the general remarks which he had submitted at the duty on manufactured wool, was considered.

[From the Journal of Commerce.] Saturday, Feb. 9 .- IN SENATE.

Mr. Smith, from the Committee on Finances ported a bill to allow the importation, free of duty, of Railway iron; which was read and ordered to a

second reading.
On motion of Mr. Moore, the Committee on R. volutionary Claims were discharged from the fur-ther consideration of all business before them not hitherto acted on.

The various bills and resolutions from the Hous of Representatives, lying on the table, were twice read and referred.

The Senate took up, as the unfinished business yesterday, the resolution offered by Mr. Poindexter.

HOUSE OF REPRESENTATIVES. On motion of Mr. Verplanck, the House went into Committee of the Whole on the state of the Union. Mr. Ward in the Chair, on the bill making propriations for the Naval service for the year 1833.

Various amendments were proposed and agreed to. The committee rose and reported the bill as a-

The amendments were then concurred in.

Mr. Wickliffe then renewed in the House the a mendment which had been rejected in Committee

limiting the number of midshipmen to 466.

An animated debate ensued. The amendment was supported by Mesers. Wiekliffe, Branch, Semmes and Carson, and opposed by Mossrs. Dearborn, Wat-mough, Cambreleng. Hubbard, Gennell, Adams Howard and Hoffman.

The question was then taken and decided in th negative—yeas 88, nays 102. The amendment was

accordingly rejected.

The bill was then ordered to be engressed as

read a third time.

It was now about half past two o'clock, and the Tariff Bill came up as the special order. A motion was made to adjourn, upon which the yeas and nays were ordered. The call consumed nearly half an hour, and resulted in a majority of 14 in favor of the adjournment. The House accordingly adjourned.

Monday, Feb. 11 .- IN SENATE

Mr. Kano, from the Committee on Public Lands reported sundry Home Bills, without amendment.

Mr. Ciay gave notice that he should to-morrov ask leave to introduce a Bill to medify the Act o July 14, 1832, entitled an act to alter and amend the several Acts imposing duties on Imports.

His motive, he said, in introducing this Bill, we

the hope-perhaps the vain hopeof effecting an adjustment of the question to which it relates. should take the opportunity to accompany the mo tion with some explanations of the object which he had in view.

The Resolution offered by Mr. Poindexter, re questing the President to lay before the Senute copies of all orders issued by him, to the command-ing officers of the troops and naval forces assembled near Charleston, and particularly of all orders, if any, which have been issued to resist the constituted authorities of South Carolins, within the chartered limits of said State, was taken up as the unfinished business of Saturday.

The resolution was agreed to, nem. die.

A report from the Committee on Military Affairs, adverse to the continuation of the Military Road from Madawaska to Mars Hill, in Maine, was read and the Committee was discharged from the further consideration of the subject.

At 12 o'clock the Senate resumed the considera tion of the "bill further to provide for the collec-tion of duties on imports."

House of Representatives.

The Tarif.

Mr. Wicklide gave notice, that if there were n manifestations in the course of this day, he would to morrow make a motion that would test the question, with a view of giving room for the considera tion of other important matters.

Mr. Wayne, of Georgia, moved to postpone the bill and amendments anti to-morrow.

The motion was agreed to.

The bill making appropriations for the Naval service for the year 1833, and several private bills, were passed.

Tuesday, Feb. 12 .- In SENATE.

A message was received from the President of the United States, transmitting, in compliance with the resolution of the Senate adopted yesterday, all or-ders issued to the commanding officers of the military and naval forces assembled near the City of Charleston, and stating that no orders had at any for going into operation; may commence the werk time been issued to resist the constituted authori. when \$500,000 is subscribed; shall not forfeit the

tary of War, giving some directions, to take effect on certain contingencies, he had deemed it proper to withhold.

On motion of Mr. Poindexter, the papers were or dered to be printed.

fr. Forsyth called for the reading of the orders The Secretary proceeded to read them, but as they appeared to be numerous, the reading was suspended. [So far as read, they enjoined it upon the officers to take care of the public property, to guard the forts against surprise from the militia; and, in case of an attack, to defend them to the last extre-

Mr. Clay, agreeably to notice given yesterday, asked leave to introduce "a Bill to modify the Tariff of July 14th, 1832, and all ether Acts impos-

ing duties an Imports."

After giving a general view of the Bill, Mr. Clay took up fairly and in succession, all the objections which were likely to be urged against this measure of compromise and conciliation, by the two parties, Teriff and Auti-Tariff, and closed by an eloquent appeal to the patriotism of the Senate and of the country for aid in restoring harmony to the Union.

Mr. Forsyth met the Bill, in limine, with a variety

of objections, and demanded the year and nays on the motion of leave to introduce the Bill.

not expect to see peace. The controversy between the North and the South was owing to the present degraded state of the politics of the country; for degraded he must declare them to be. An average ad valorum duty on all articles, was the only plan on which an adjustment could be made. He agreed fully in the propriety of the basis which the bill as-sumed. Some of the details he also approved, and others he was opposed to. By yielding mutually, he hoped that the bill could be made acceptable to all parties, and that by its passage we should put an end for ever to this vexed question. [A spontsneous burst of applause was heard from the galleries. The Chair ordered them to be cleared, but at the suggestion of some Senators, suspended the execution of the order, till another similar breach of decorum should take place.]

Mr. Webster, among others, gave his views in re-lation to the bill. He was bound to say that, in its principles and details, the bill presented great diffi-culties. It surrendered the power of discriminating in laying duties, and at the end of the process, provided a uniform rate of duties. He saw no re to believe that the system, in a moderate and reasonable degree, could not be sustained. If it was sustained, it would be by public opinion. The question was to be decided by a majority of votes, and to the good sense of the people he was willing to trust it. He had no wish to anticipate their judgment.— He concluded by saying that to merrow he should ask leave to lay on the table certain Resolutions expreseive of his opinion on this subject.

The result of the debate was, that Mr. Forsyth withdrew his opposition to the introduction of the Bill, and it was read and ordered to a second read-

ing.
The Enforcing Bill was then taken up, the question being on Mr. Forsyth's motion to strike out the 3d section.

A debate of some length ensued on this motion.

HOUSE OF REPRESENTATIVES.

The bill refunding to the legal represent Colonel Matthew Lyon, a fine imposed under the Sedition Law was passed—your 77, nays 56.

LEGISLATURE OF NEW-YORK.

February 6.—IN SENATE.
Petition.—Of Stephen Van Rensselaer and others, inhabitants of the city and county of Albany, for a ship canal from Albany to the deep waters of the Hudson below New Baltimore.

The same committee passed the bill authorizing the appointment of commissioners for supplying New York with pure and wholesome water.

ASSEMBLY. Bills reported : To incorporate the Tanners' In surance Co. N. York; to incorporate the Brewers Bank, Albany; to incorporate the Lewis Co. Bank

at Martinsburgh.

By Mr. Stillwell, to alter the charter of the New York and Albany Railroad Co. [Extends the time

ties of that State, but that a letter from the Secre-||part of the road they have made, if not finished within the time prescribed by the charter.

IN SENATE-Thursday.

The bill for the appointment of commissioners in relation to supplying the city of N. York with pure and wholesome water, was read a third time and

Friday, Feb. 8.—Assembly.

The committee of the whole, took up the bill te amend the charter of the Hudson and Eris Railroad Co. [Extende the time for going into operation; may commence when 500,000 is subscribed; shall not forfeit the part of the road they have made, if not finished within the time prescribed by the charter.] The bill passed in committee, and they rose.

Saturday, February 9.—In Assembly Third reading of bills.—To incorporate the Her-kimer County Bank. After the bill was read it was laid on the table.

To amend the charter of the New York and Erie Railroad Company. Passed, 88 to 5.

Monday, February 11 .- IN SENATE.

Mr. Sherman from a select committee, reported a bill authorising the improvement of the navigation of Flushing bay and creek.

IN ASSEMBLY.

Bills reported: To incorporate the Buffalo &

Mesers. Poindexter and Sprague replied, with great severity, to Mr. Forsyth.

Mr. Calhoun approved of the objects of the bill, and was willing to receive it as a measure of compromise. Until this question was settled, we could receive to see the content of the

DELAWARE.—The following resolutions have been adopted by the Legislature of this State

Resolved, by the Senate and house of Representatives of the State of Delaware in General asse bly met, that in the opinion of this Legislature, it would greatly promote the interest and prosperity of the inhabitents of the Peninsula, formed by the waters of the Checapeake and Delaware Bays, if they were united under one gevernment.

Resolved. That it comports with the views and wishes of the people of this State, that the people of the Eastern Shore of Maryland and of this State, should be united under one government, and that region of country inhabited by them respectively, should be denominated the State of Delawers.

Resolved, That the Governor of this State be and

he hereby is authorized and empowered, in case the above measure should meet the approbation of the Legislature of the State of Maryland, to appoint three Commissioners on the part of this State to meet such as may be appointed on the pert of the State of Maryland, to carry the measure into execution and settle the details thereof, subject to the final ratification of the Legislatures of the two States, and that of the Congress of the United States. Resolved, That the Governor of this State be requested to transmit the foregoing resolutions to the he hereby is authorized and empowered, in case the

quested to transmit the foregoing resolutions to the Governor of the State of Maryland to be laid by him before the Legislature of that State.

FOREIGN INTELLIGENCE.

The foreign news by the Orpheus, from Liverpool, is up to the 6th ult. It leaves the question as be tween Holland and Belgium still unsettled, though from the prompt retiring of the French army after the fall of the citadel of Antwerp, the probabilities of general war were for the time diminished.

PARIS, JAN. 1.—The King's equipages have already left Paris, and have partly passed the Senlis.

ROME, DEC. 18 .- All eyes are fixed on the affairs of the provincials, but no result is known. General Sebastiani, late Minister of foreign affairs in France,

arrived here on the 9th, on his way to Naples. Cardinal Spinola, Nuncio at Vienna, has received the hat. It is said he is destined for Bologna, and that M. Brignoli will come from Bologna to be invested with the title of Treasurer. Cardinal Spine. la and M. Brignoli are both very rich. The latter is related to the widow of Charles Theodore and the families of Dalberg and Acton, at Naples, and has great family influence.

Count Gourieff, the new Russeian Ambaseader, has presented his credentials to the Pope, and resides in the palace of the Prince de Montfert. Prince Augustus of Prussia arrived here the day before yeaterday.

DEC. 20.—King Otho and his brother, the Prince Popul of Raysein coming home this marriage.

Royal of Bavaria, arrived here this morning The citadel of Antwerps as en Monday o coupled

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in the besieging army does not exceed 800, and the number of their sick is under 1,000. The garrison of the citadel, consisting altogether of 4,000 men, exclusive of the wounded, will reach Dunkirk on the 5th and 6th. How long they will be detained remains a problem. It is certain they are treated as prisoners of war, whatever may be the appella tion by which they are designated. A general order of Marshal Gerard, announces to the troops the rewards that they will receive from the King's hands on his reviewing them at Valencieans. It states, lst, the number of metres of trenches thrown up by the working parties to be 14,000, or about 8 1-4 miles. 2d, the number of wounded, 695; killed entright, 108; total, 803. 3d, the rounds of ammumition fired by the artillery, 62,000; of which 16,-000 were howitzer shells, new model; 15,000 ten inch mortar shells; and the remainder 32,000 round shot, 24 and 16 pounders. The materiel found in the citadel and forts amounts to 130 pieces of different form and calibre, with a large supply of ammunition and projectiles of every description. The proposal to convert the Waterloo Lion "inte bombs and cannon ball!! for the defence of the liberty and independence of the people," has been rejected by the Belgian Chambers, only fourteen having risen d its being taken inte consideration. Chamber agreed to a vote of thanks to the French

ARTWERF, Monday evening, Dec. 31.—The lass siege of the citadel of Antwerp is past. At 2 o'clock At 2 o'clock the French soldiers quitted it, and this day, the last of 1832, has been the first on which this celebrated fortress became the possession of the Belgians, as a free and independent people. It has existed 250 years, and now it has at length become the property of the people in whose country it was erected as a cause of terror. At first religious bigotry laid the basis under the government of Philip II. King of Spain, and after many changes it lastly found the support of commercial bigetry, under William, King support of c

The capture of it by the French army under Merchal Gerard has added to the military renown of that mation; for the only "Crown" to which their claim to which their claim could be in the least doubted was the mural one; they have obtained it here, by arrying on the siege against only two bastions. Yet to me their giory seemed pure, disinterested, and peaceful, when I saw to day their soldiers surrender the gates and the body of the place to the render the gates and the body of the place to the Belgians. This act demonstrated that the French Government of the modern time can carn laurels and sintain good faith-the best encomium that can

be bestowed on any nation.

The appearance of the citadel itself is a heap of ruins: all the buildings are destroyed by the shells and by the results of the garrison's departure. many it was during the last week an object of interest, yet to me it was most so when the Belgians entered it. I was present and saw them enter into possession. The ground and the ramparts were pleughed up; broken shells, cannon balls, and lished in the Albion of yesterday evening, was communicated to us in the course of the same day, the wrecks of houses, were scattered amidst walls de-secrated by fire. Yet the provision store, through med to Chasse's apartment, had received which I p but one shell. There several hundred barrels of provisions, bread in abundance, and the pumpa in the casements, were untouched. The chapel is a striking ruin; nothing is whole: one remarkable object was the broken headless statue of Fernando de Solis, erected over his grave in Spanish times. The inscription yet remains in that language.

From the London Albion of the 3d of Jan. The new project of a convention, proposed to Holland by Lord Palmerston and Talleyrand, is dated Dec. 30, and contains nine articles, of which

cated Dec. 30, and contains him articles, or which the following are brief contracts:

1. The forts of Lillo and Lieftenshock to be surrendered to the Beigian troops within ten days after ratification.

2. The navigation of the Meuse to be subjected to the same regulations as those recently established for the Rhine.

3. The navigation of the Scheldt to be entirely free till the conclusion of a final trasty between Beigium and Holland.

4. The transit of Beigian merchandize in Germany to be free, with the exception of moderate tells for support of reads, &c.

5. Impunity for all political offences in Venico and Luxemburg.

6. Evacuation of Venico and the Dutch portion of Luxemburg by the Beigian troops.

burg by the Belgian troops.

7. Reduction of Dutch army to peace establishment.

8. Reduction of Belgian army to peace establishment.

8. Restriction to legal owners of Dutch property confiscate by English and French Governments.

by English and French Governments.
The London Courier of the 4th remarks on th

When the Project of Convention, which was pub. Even the attempt at secret voting has been aban. the House by the Sergeant at Arms.

by the Belgian troops. The French army continued extraordinary nature of it induced us to doubt its doned by a People above all others jealous of the political privileges. authoritity. We have since made inquiries, and we find it is correct nearly to the letter. There is only one trifling error: it was signed, not on the 30th, but on the 31st.

This Project of Convention has been submitted to the Court of Holland; the reply of the King we may

easily anticipate. What does it require of him? It asks him, a simplicity which we are surprized to find exhibited by a veteran diplomatist, to consent to that which the late military measure of ceercion, has failed to persuade him to. As to the proposition that the Scheldt should remain open till after the signing of a definitive treaty of peace between Holland and Belgium, such a request is pure nicierie. That would be the end before the beginning. The whele, or nearly the whole, dispute now, is, respecting the navigation of the Scholdt.

What then is the ebject of this new project of Convention? It is not to be supposed that Lord Palmerston and Prince Talleyrand imagine that it will be acceded to by the King of Holland. We must suppose, then, that their object was to procure the formal refusal of Holland to consent to it. what then? When the refusal is obtained, will Great Britain and France attempt to force his consent? Surely not, for there is a Convention ready made on the matter still not completed.

Of all the extraordinary things which have taken place during the intermediate of the Great Powers of Earope between Holland and Belgium, this certainly is one of the most inexplicable

On Sunday we may expect to receive the King of Holland's reply to this courteous invitation that he should quietly yield that which he has sturdily de-fended against a fleet of thirty vessels of war, and

an army of a hundred thousand men.

A calculation is made in the Paris advices, that the expense of the army of Belgium is 75,000l, per diem, and that already the campaign has cost 2,000, 000l., of which, it is said, Great Britain is to pay her share, viz. one half.

The Duke of Fitzjames writes a letter from Na ples, asking permission to take the place of the Duckess of Berri as a captive. "I offer," says he "to wear the chains of the daughter of kings, and my life shall answer for her future course whatever

Earnest discussions are going en in the English papers as to the introduction of the vote by ballot into England. Elections there are now conducted ving soce. The Government lean against it strong. ly; yet the functionaries of the Government are divided. Lord Althorp, Mr. Stanley and Mr. Spring Rice have declared themselves opposed; Lord John Russel, on the other hand, said it might become secessary, and Mr. Poulett Thompson publicly, at Manchester, avowed himself in favor of it. It will, undoubtedly, be among the earliest propositions discussed in the Reformed Parliament. How accurately the Press discourses about it, the following extract from the London Courier of 29th December will witness

The ballet system, say they, "does exist in the United States of America; and the prejudicial effects apprehended from it by those who oppose its introduction into this country, do not exist.

A little explanation is necessary here; the system of ballot exists in the United States of America, but the practice does not. Every elector there has the right to give a secret vote; but no elector, in the face of his fellow citizens, dare to exercise it. As much pains are taken in the United States to prevent the beliet box from contributing to the secrecy of the vote, as are used by some in this country to establish it. In fact, secrecy of voting exists in America only in name; the established practice is the most estantatious publicity; and that man would be branded as a social sneak, and political traitor, whe should refuse to comply with the rigorous measures which are adopted in the United States to make public the vote of every elector.

Thus, the example of the United States of Ame. rica does not help the argument in favor of the introduction of the ballot system in this country. On the contrary, it proves that secrecy in voting, however plausible in theory, is impossible in practice.—

Mr. Spring Rice, in his speech at Cambridge, in which he expressed his opposition to the ballot vete, quoted the opinion of a "valued American friend, the eloquent Mr. Randolph," who told him, that, though in a recent Convention in Virginia changes had been made in the Constitution of that State, no one was wild or base enough to propose to a Virginian a secret vote.

The Spectator thus amuses itself with the notice of Gully the boxer's services in the House of Com-

It is rumored that a great number of disorderly persons have got into the New Parliament. This being the case, it is lucky that the Speaker will have such a backer as Gully: no man is better qualified for keeping order and seeing fair play. It would not be a bad job to make him Deputy Speaker (with a salary) his office being to enforce the "order which his chief only proclaims. Should any dis-pute arise, it should be Gully's office to take the parties into a private committee room and see it out. A better timekeeper could not be had. He might also be useful in case of any long-winded speech we would appoint Gully to stop the honorable mem. bers' wind at the end of a reasonable given time. Such an apparitor would be mightily useful in a de-liberative assembly. It is not likely he will speak much; though probably the House will be glad to hear his sentiments on the Game-laws. No one will attempt to cough him down. Dick Martin used to talk of leaden pills for the cure of such coughs; but a pair of Gully's boluses will frighten the malady away at once. The Speaker has a habit of looking occulis retrorsis, and it is rather difficult to catch his eye: Gully will do it with ease; and if he is dissatisfied with their present azure hue, he will change their color. He might be set against the Repealers: no one understands that business better than Gully: if ever man could quiet the Agitator, it is the Ex-Champion of England. In a very few rounds, he would settle the affaire of Ireland. Sir Henry Harding used, somehow or other, always to start up when words seemed to be akin to blows; but we shall have none of that sort of bullying permitted now: England expects her Champion to do his duty; and when any of these disgraceful scenec it may be "Yet the Duke of Fitzjames is a man of take place, to step ferth, and put an end to them with a strong hand. Two to one on Gully being one of the most useful members in the House

> Mr. Alex. Baring had, after a severe contest, succooled in being elected for North Essex, beating Mr. Western, for twenty years a member for the county. Mr. Baring goes into the House of Commons as a Conservative, or Anti-Reformer. Mr. Western lost his election by the votes of a class to whom he was mainly instrumental in securing the right of voting—tenants at will of farms. All these almost voted according to the bidding of the great landholders under whom they held. They were aclandholders under whom they held. They were ac-tually led up to the polls in droves by the great man's agent, and voted in his hearing for the candidate rescribed to them

> A Quaker named Pease has been returned to Parliament from South Durham, but he has misgivings, it would seem, from the annexed paragraph, about taking the oaths.

> A member of the Society of Friends, by name Joseph Pease, has been placed at the head of the poll and returned for the southern division of the county He is a man of considerable wealth of Durham. and of great influence in that part of the county, as this election proves—there being in Southern Durham a vast number of persons who wear the same garb, and profess the same doctrines, as their honorable representatative.

Mr. Joseph Pease, however, has some apprehensions as to his reception in the House of Commons. He may not court, but he obviously anticipates mar-He told the electors that "he was well aware that he must go through much persecution in their cause, and that he should not be surprized if the Sergeant at Arms be ordered to take him into custody.

These fears take their rise in Mr. Joseph Pease's honest and conscientious repugnance to take the necessary oaths. He declares that he cannot take an oath—that the taking of oaths is unlawful—and that he is resolved to contest their expediency with the Speaker, at the hazard of being removed from

NEW-YORK AMERICAN.

FEBRUARY 9, 11, 12, 18, 14, 15-1832.

LITERARY NOTICES.

LECTURES UPON NATURAL HISTORY, by Timethy Plint. Boston, Lily, Wait, Colman & Holden; Cincinati, E. H. Flint. Few man have done more, or done better what they have undertaken, than the author of these Lectures. His "Recollections of Ten Years passed in the Valley of the Mississippi,'s is a book replete with amusement and instruction; written in a right feeling, and with a heart alive to the beauties of nature, and the wants and interests of man. This was followed by a "Geography and History of the Mississippi Valley," in two volumes, which, in a second edition, have been bound into one, and constitute probably the latest and most accurate and authentic account of that great region. The book now before us is not inferior, in execution to either of its predecessors, and is, by reason of the generality of its subjects, superior in interest. It is the volume of nature opened, explained, and illustrated, by one who has studied it from early youth with enthusiastic delight, and who tells the result of his meditations with all a a poet's fervor and a lover's fondness. In the course of these lectures, in which the text book chiefly relied on is. we are told in the preface, a French work, by Aimé Martin, entitled " Lettres a Sophie, the chief phenomena which come under the cognizance of Natural Philosophy, are happily elucidated, and that too without pedantry, or parade of hard words and learned terms. We cannot spare much room for quotations. One or two will suffice to show the manner in which our author imparts interest to his topics.

After descanting upon " pure and unmixed Love." as the pervading principle of the Creation, we have this passage :

Some modern philosophers have transcended even these views of the extent of love, as the prolifie source of being. Some years since, Durand delivered a course of lectures upon mineralogy. He affirmed, that he was able mathematically to demonstrate, that stones were endowed with sensibility. tain his theory, he relied chiefly upon what he called the love of matter for the sun. He gave the following as an example. Take a solution of salt. Expose sel which contains it in such a manner as that one half the surface shall be in the sun, and the other half in the shade. In a little time you will see superb crystals in the enlightened part, and none in the pertion deprived of the sun's rays. This singular phenomenon proves, that light enters into the composition of crystals. Diamonds are only found in these portions of the world, where the intense and almost continually cloudless action of the sun im-parts the degree of heat and brilliancy, which deter-mines their peculiar crystallization. These bright gems, so eagerly sought by power and beauty, according to this theory, are a kind of consolidated light; and the opaque elements from which they are formed, on a principle of love for the solar rays, imbibe the germ of their formation from the influence of a planet placed many millions of leagues from The philosopher carried his thoughts still farther. Remarking that the highest mountains are placed under the equator, he attributed their creation to the light of the sun. According to him there is there on a vast scale the same proce crystals form in the solution of salt, and Antisans. and Chimborazo, and Himala are formed of crystallized light! If these portions of the globe had been in shade, these sublime piles had never been reared.

Whatever may be thought of the system of Du-

ad, it has awakened a great number of new observations. The highest mountains of the globe are granite. Granite is an outline of crystal, an imper-fect crystallization. If Durand reasoned justly, light a little more brilliant, heat a little more vivid, and all these mountains had been diamond. In this way a triffing experiment upon a solution of salt, indicated by chance, suggested new principles in a theory of creation, which supposes it gradually becoming a crystallization.

It is a little in opposition with the theory of M.

travels in Peru are noticed below-not of granits, but of secondary formation.

Elsewhere, in discoursing of Botany, and of the almost sentient existence of some plants, this passage occurs :

The naturalist Bonet pleasantly exclaimed, in a botanical discussion turning on the question of the sensibility of plants, 'It is not so easy, as you ima-gine, to distinguish a rose tree from a cat.' Let us Lat us contemplate some of the characteristics, which excited such extraordinary doubts. The upper surface of the leaves is slippery and varnished. It serves as a roof for the inferior surface, which is turned towards the earth, and where nature has placed a multitude of little mouths to inspire the humidity which nourishes the tree. Turn the under surface of the leaves upwards, and you will soon see the leaves commence a return movement, gently twisting, yet with a kind of effort, on their peduncle, as on a pivot. At the end of a few hours, you will find that they have resumed their first position.—
The varaished surface will have become anew the roof of the leaf; and the little mouths, once more turned toward the earth, will be again inhaling the ascending moisture.

Astonished, says Aimé Martin, at these movements, which unfold a kind of sensibility, I transplanted a rose tree from one part of my garden to another, and continued to observe it. To the right of the new position the soil was dry, hard and sterile; to the left moist, rich and tender. The routs at first radiated alike to the right and left. But I soon discovered, that the roots, which had advanced to the right, bent back towards the fertile and mellow earth, as if divining, that their companions at the left had found better pasture. To prevent their intercepting nourishment intended for other plants, I dug a ditch to prevent the further advance of the roots. Arrived at the ditch they plunged perpen-dicularly below its bottom, ran onward beneath it, ascended, and advanced anew towards the point, where they had discovered the rich soil. I stood astonished, and almost expected to hear my rose tree complain of my injuries. I recollected the voices which softened the heart of Tancred in the enchanted forest, and the greans of the myrtle which expostulated with Eneas on the shores of Thrace. Should the stately and noble trees of our country thus ary out against every rude Vandal, who cut them down without necessity, what an appalling shout would issue from our groves!

We cannot close our extracte better than with the annexed political lesson, derived from the orderly commonwealth of the Bees.

'Young girl endowed with beauty,' said Pythago-ras, 'ask of the laborious bee, if flowers have no other use than to please the senses? The invaria. ble order established in these little governments, the unremitting industry with which each individual labors for the public good, the grand principle of atility which regulates every movement, offer the example of a perfect commonwealth. The genius of Montesquiou invented nothing so perfect as a model of communities. All the dreams of political reformers are here realized in a living example. uueen, respectfully surrounded by fifteen or twenty thousand of her subjects, of which she is at once the monarch and the mother, legislates for her realm, so as to produce unlimited obedience and the most perfect order. Where she advances, the circle opens For her they store with the profoundest homage. their waxen cells; and if she dies without leaving a successor, the whole nation perishes; for the subjects immediately abandon their labors in utter discour-agement. Why should they not? With their moagement. Why should they not? With their mo-ther and their queen, perishes their hope of pos-terity, and the book of their history is closed. The philosophers, metaphysicians, moralists, politicians, who imagine that no intelligence remains on the earth, beyond human reason, are struck with sur-

TRAVELS IN PERU, INCLUDING A YEAR'S RESIDENCE AT Potosi, by Edmond Temple. Philadelphia: E. L. Carey & A. Hart.—Two volumes of light, very light reading, about a country little known, written by a good humored Irishman, who embarked in 1825—a year so fruitful in schemes destined to fail -as Secretary of one of the splendidly promising tory of Ireland is written. From the traditionary mining companies which England then fitted out. Itimes of the conquest of the country by the Phoni-The whole concern soon blew up; but not till our cians, long before the Christian era, and the inter-Durand, that Chimberase and the other giants of Secretary had ridden over much of Peru; and minable wars which followed between the five king-

the Andes, are-according to Mr. Temple, whose ||though, when his golden dreams were dissipated he found himself almost destitute in the interior of South America, his spirits never appear to have deserted him. His descriptions of the country and its manners are fresh and free; sinning grievously n the latter particular against all the rites of hospitality, which the Prince Puckler Muskey is so much rated by the English for doing in respect to them. Our traveller thus excuses himself, for what is inexcusable, in exposing by name the misery and filth of establishments where he was kindly enter-

I have said that 1 received a hearty welcome; nothing could be more cordial; but I am not on that account to suppress the truth, in describing the manners and customs of the people of whom my wish to give a faithful representation; and this sketch may be considered a tolerably accurate outline of the general mode of living here, among that class of people which, in England, we denominate

CABINET OF AMERICAN HISTORY. Vols. 1, 2, 3, & By Thomas F. Gordon. Philadelphia: Carey & Les.—Under this comprehensive title, these enterprising Publishers are preparing to present to the reading world a series of works, each of which, being complete in itself, will together constitute a full historical account of the two Americas, and of each of its separate peoples. We have on a former occasion noticed the first two volumes of this series, containing the history of the Spanish discoveries prior to 1520; the third and fourth now, together with the other two, before us, comprise the history of Ancient Mexico, or Anakuac, from the foundation of that Empire to its subjugation and overthrow by the Spaniards under Cortez and his successors. The authority mainly relied on is that of the honest Clavigero, who dissipated so many of the brilliant errors and striking but fallacious generalities of Robertson. The narrative is compressed and well connected, and omits nothing material either in the political history or natural features and productions of the country. The style of printing and the paper of these last volumes are inferior to those of the first. The engravings are certainly useful, but not very ornamental or finished in exe. cution. The design of this undertaking is certainly deserving of encouragement; since it extends, as we have before said, to publishing a complete history of the discovery, aboriginal state, and present condition of every part and people of this continent, and of the islands contiguous to it. Italy, which contributed so much to discovery in this new world, and which has, in Botta, given to us the citizens of the United States, the best parrative of the Rev. olutionary War, has the merit of suggesting the idea and the model of this "Cabinet of American History." The Cavaliere Giuseppe Compagnoni pub. lished some years ago, as part of a Universal History, a compendium of American, comprising a full and methodical account of events in America, from its discovery by Columbus to the treaty of Ghent in 1815. The general outline of his plan is to be followed up in this work, which is to be brought, as to each volume, to the time of its publication.-When it comes to the turn of the United States, a separate volume will, where necessary, be appropriated to a single State-confining the general history of the United States to the "Events of the Revolution, and the operations of the General Govern-

HISTORY OF IRELAND, BY W. C. TAYLOR; WITH AD-DITITIONS BY WM. SAMPSON, ESQ. 2 vels. Harpers' Family Library.—There is no gloomier volume in the annals of the world than that wherein the Hisdoms into which they divided it, from the fierce||rulers may entail upon the people, than in the his-|| invasion of the Dance in the 9th century, and the bloody conflicts which for centuries kept alive the resoliection of their descent, till the still more ruthless and oft-repeated invasions of the English, down to the famines, the murders, and burnings of our ewn days,-this devoted island has ever been a corner of the world where misery has accumulated upon misery, and the vindictive passions of men have raged with the most desolating fury. It was early in the year 1170 that the first invaders from England appeared upon the Irish coast. They consisted of but 30 knights, with 60 men-at-arms, and 300 archers, and were under the command of Fitz. Stephen, the lieutenant of Earl Strongbow, who, before his chief could arrive with about double the number more of additional troops, had already, with his handful of followers, made good the footing of the Normans in Ireland, and prepared matters for that ascendancy of the English power which ensued upon the invasion of the country by Henry the Second. The sudden departure of Henry, after receiving the tendered allegiance of the Irish princes, without having subjugated the people, and his intrusting the further conquest of the country to private adventurers, whose rewards were to be the speils of the vanquished, laid the foundation of all the political evils under which Ireland has since labored. About one-twentieth of the population were received at once within the pale of English law, and all the rest, from this time down to the reign of Elizabeth, were held enemies, and could neither sue nor be sued, nor have their wrongs redressed in any way but by the sword. The Irish were, in fact, handed over to the warlike Barons of England, to be turned into serfs, as fast as the Courceys, Laceys, and De Bourgos could bring them within the feudal power; while the invincible spirit of the O'Connors, O'Rourkes, Kavenaghs, with some other powerful septs, who

- fought the English of the pale. And stemmed De Bourgo's chivalry,

made the task of the invaders no sinecure, and kept the land rife with battle and slanghter for ages. The whole, indeed, of the history before us, is so made up of details of war and rapine, of slow treachery, or sudden onslaught, of outrageous oppression and bloody resistance, that you may open the book at almost any part, and allowing a little for the change in the costumes of the characters engaged since their ancestors first came into collision a thousand years ago, you find the scenes to which they give life in every age the same,—from the horrors attend. ant upon the bold invasion of bloody Pembroke, or the remourseless butcheries of Grey's administration in Queen Elizabeth's reign, down to the hideous of 1798, when bigotry and revenge, robbery, murder, and every species of licentious crime had full sway, and all the dark passions that combine with thom, stalked over this fated land, destroying in a fow months, one hundred thousand lives, consuming three millions sterling of property, demoraliz. ing the whole face of society, and withering as in the grasp of death "every growth of nature and huma. mity." Made up of such materials, the History of Ireland offers few bright spots upon which the mind can dwell with tranquillity or satisfaction. The soul tires of the eternal characters of blood in which it is written, and the heart sickens at the scenes of violence and prefligacy, each of which is at a reflection of the other. Still, for those who delight im the records of wild adventure, and dwell with pleasure upon pictures of carnage that are stimmes relieved by generous deeds, and acts of noble fidelity, there is much vivid interest in this work; nor can they who would rightly estimate the ing of living under a well-ordered government, find a livelier illustration of the ills which their

tory of a country, whose gross misgovernment for centuries has made its administration a by-word among the nations.

The conclusion of the work is written in a glow ing style by Wm. Sampson, Esq. of this city, and offers an interesting comment upon the work; while it embraces many particulars not found in the English edition.

POETRY.

The following Anacreontic is in Moore's happiest veincouched with tenderness amidst its reveiling. What if he could hear it sung as we have heard it?

Take hence the bowl tho beaming Brightly as bowl 'ere shor Oh! it but sets me dreaming Of days, of nights, now gone Then in its clear reflection, As in a wizard's glass Lost hope and dead affection Like shades before me pass. Take hence the bowl, &c.

Each cup I drain brings hither Some friend who once sat by, Bright line-too bright to wither Warm hearts-too warm to die. 'Till as the dream comes o'er me. Of those long vanished years, Then-then-the cup before me Seems turning all to tears.

Take hence the bowl. &c.

DEATH.

Death is here, and death is there, Death is here, and death is there,
Death is busy every where;
All around, within, beneath,
Above is death—and we are death.
Death has set his mark and seal,
On all we are and all we feel.
On all we know, and all we fear:

First our pleasures die-and then Our hopes, and then our fears— These are dead, the debt is due Dust claims dust—and we die to -and we die too

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Hudson, Columbia County, New-York, January 29, 1833.

Arc Arc

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8 do. Printed border Hkts 2 do. White Diamond Quiltings 2 do. Furniture Dimities 00 pieces English Brown Shirtings, 2009 pieces E 33 inch

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(C) AMERICAN, RAILROAD JOURNAL ND ADVOCATE OF INTERNAL IM-PROVEMENTS, VOLUME 2d .- This Journal was commenced on the lat of January, 1832, with a single subscriber. It has now just commenced its second volume, with near one thousand subscribers, scattered in every state in the Union. It was at first devoted to the subject of Railroads, Internal Improvements, and news of the day; but it now embraces in addition to the above, a department for Agriculture, and another for the Mechanic Arts, wherein will be found an account of most new Inventions. Such indeed, be found an account of most new inventions. Such, indeed, has been the encouragement held out, that the publisher is induced to extend its usefulness by making it, not only a journal of the progress of Internal Improvements by means of Railroads, Canals, and Steam Carriages, in our own country and in Europe, but also by making it a Journal of mechanical improvements and inventions, and thereby collecting a greater variety of useful information, relating to such subjects, into a smaller compass, and at a less cost, than can be found in any other publication now before the public. Arrangements have been made to give engravings or illustrations of such new inventions as may be deemed important to the community. The American Railroad Journal and Advocate of Internal Improvements, will also contain much interesting and useful literary and newsreadnal and Advocate of Internal Improvements, will also con-tain much interesting and useful literary and newsread-ing, with such public documents as may be deemed worth recording for future reference. It will also con-tain Meteorological Tables, kept at Montreal, L. C., New-York city, Charleston, S. C. together with others kept at intermediate places. We have also the promise of one kept on Red River, in Louisiana; also, Prices of Stocks, Sales of Real Estate, Prices Current and Bank Note List,

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D. K. MINOR.

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O'T NEW-YORK FARMER AND AMERICAN GARDENER'S MAGAZINE. Whole
number, Vol. 6. New Series, Volume First. No. 1,
for January 1833, is just published. This is an AgricultTural periodical, published monthly, containing 32 large
quarto pages of three columns each, devoted particularly to
Agriculture, Horticulture, &c. It will also contain much
interesting matter upon other subjects, such for instance as
road making and repairing, together with steam carriages
for common roads, with other modes of improving internal
communication. Its main object, however, is to collect
from those who cultivate the soil scientifically, and observingly, and to dissemmate such information as may tend to
improve the mode of cultivation throughout our widely
extended country. No person will deny the utility of such
a publication properly conducted; nor will any one doubt
me when I say that such a paper cannot be properly conducted and handsomely executed, without an extensive circulation and prompt payment to meet its expenses.

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THE AMERICAN PLOUGH-BOY. This is a small agricultural paper, designed more particularly for those who do not choose to take a more expensive larly for those who do not choose to take a more expensive work, and yet are desirous to understand how others man age agricultural affairs. It will in a measure be confined to giving details of the practical operations of practical farmers, rather than the speculations of the more scientific. It will draw considerably upon the columns of the New-York Farmer and American Gardener's Magazine, as well as other agricultural publications. It will also give many interesting items of news and occurrences of the day, and device one page out of four to advantagements if required.

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PAPER.

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Dansville, Va.—Editors of the Reporter.

MR. KING, Prof. of Liocution, requests us to give notice, that his Institution for the permanent correction and cur of stammering, and all other impediments of speech, is closed. Also, that he will open in Philadelphia, on the 20th instant. Those who require his services are requested to make application by the 18th March, as the Institution will not continue oper there but three months.

P No pecuniary demand will be made until the pupil shall a subset of with his instruction.

MARRIAGES.

On Sunday evening, Feb. 16th, by the Rev. Mr. Douner, Mr. Peter Provoet, of this-city, to Miss Catharine E. Cornellsor of Nyack, New York.

Last evening, Feb. 13th, by the Rev. Dr. Wainwright, Joseph Alston, of Fouth Carolina, to Helen, daughter of John Mason, Eq. of this city.

Last evening, Feb. 12th, by the Rev. Dr. De Witt, Ogden Haggerry, to Elizabeth Sedgwick, daughter of Henry Kneeland. As St. Paul's Chapel, on Tuesday morning 12th inst. by the Rev. H. J. Morton, Robert L. Patterson, Eqq. to Marianne, daughter of the late Henry McFarlane, of this city.

DEATHS.

This morning, George, infant child of Dr. A. J. Berry. Last evening, William Bleecker, son of G. D. Smith, aged

Last evening, William Bleecker, son of G. D. Smith, aged 10 soonths.

At Philadelphia, on the 5th inst. Willing Francis, Esq. in the 25th year of his age.

At For Millenry, on the 4th inst. Capt. N. G. Dana, of the 1st Regissent of Artillery. Captain Dana entered the Army in 1814, from the Millitary Academy, since which time he has been constantly on duty, which he always performed with promptness and devotion to the service.

At London, on the 30th Dec. Mr. Dumond Peck, after an illness of three weeks. Mr. P. was a native of Milford, Ct. and for many years a resident of this city, shere his strict integrity, and correct deportment, gained him the esteem of those who knew him, and who now sympathies with his bereaved family.

WEEKLY REPORT OF DEATHS.

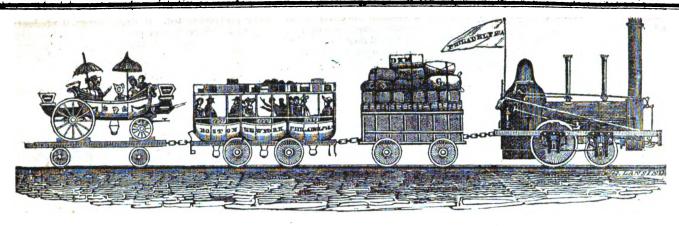
The City Impector reports the death of 109 pearons during the week ending on Saturday Isst, Feb. 9th, viz.:—19 men, 26 women. 37 boys, and 29 girls—of whom 40 were of the age of 1 year and under, 8 between 1 and 2, 13 between 2 and 6, 1 between 5 and 10. 4 between 10 and 20, 14 between 20 and 30, 11 between 30 and 40, 9 between 40 and 50, 2 between 50 and 50, 2 between 50 and 10. Consumption 21, consultions 13, droppy 3, droppy in the head 8. dysencery 1, epilepsy 1, fover 1, scarlet fever 1, typhus fever 2, gravel 1, hives or croup 3, jaundice 1, inflammation of the bow sis 4, inflammation of the brain 3, inflammation of the chest 3, inflammation of the brain 3, inflammation of the brain 3, inflammation of the brain 3, inflammation of the chest 3, inflammation of the liver 2, intemperance 3 marsamus 2, old age 1, periphenemory 2, spruel 1, stillborn 12, syphilis 2, tabes mesenterica 1, unknown 2.

ABRAHAM D. STEPHENS, Cky Inspector.

NEW-YORK PRICES CURRENT:

" New-York Shipping and Commercial List" - Wednesday, February 13, 1822.

ASHES		_	_	York Shipping and Com				
1000 100 1		_		Rye Flourpr	1 4 25	a -	-) PROVISIONS-	
Pot, 1st sort 1832.100 lbs Pearldo	60		4 40 4 70	Indian Mealde	1 17 00	a -	- Beef, Messbr	8 50 a 9 00 5 271 a 5 74
BEESWAX-				FRUIT—			Do. Cargodo	4 50° a 4 75
Whitedo	40 18	a a	20	Raisins, Malagacash Do. bloombox	: -	a 80		14 a 18
BREAD-				Do. muscateldo	_	a 27	Do. Philadelphia.do	- a 12
Navylb	_	a a	- 31	Do. bunchdo	? -	a 80	Hog's Lardlb. Pork, Messdo	7 4 4 9
Pilotdo Crackersdo	6		i	Currents, Zantedo		4 1	Do. Primedo	10 75 a 11 00
Crackersdo BRISTLES—	60		70	Almonds, soft shelldo	.14	a 16	Do. Cargodo	950 & —
Russia, first sortlb	20	a	70 40	Do. shelleddo	4	a 16		6ja 8j 10 a 11
Americando	15	4	50	Filbertado	, 2,	4 6	Do. Northerndo	9 a 10
Mould, tallowlb	12	a	18	Prunes, Bordeauxdo) 22) 8	a 21		4 a 8
Dippeddo	10		11	GRAIN-			Country do RICE 100 lb	3 a 5
Spermdo CLOVERSEEDlb	88 11	a	25 12	Wheat, North rivbshi		a -	RICE100 ib	3 09 a 3 50
COAL-				Do. Virginia do	1 15	a -	Turk's Islandbehl	40 a 42
	95 00	a a	9 50	Do. N.Carolinado		a =	St. Ubesdo	38 a 40
	. W	4	=	Rye, Northerndo Corn, Yellow, North.do	70	a 71	Cadis do	- a 35
Albiondo	00	4	_	Corn, Yellow, North.do Do. White, L. I. & N. J.	70		Liebondo	- 4 -
	00 a		9 00 9 00 °	Do. Southerndo Barley, North riverdo		4 -	Liverpool grounddo Do. blowndo Do. sack dosack	35 a 36 — a —
COCOA-		_		Osts, South&Morth.do	42	a 50	Do. sack dosack	176 a 181
Caraccaslb Trinidaddo	7	a a	-8	Peas, white dry7 bshls Do. black eyeddo	9 00	a 10 00 a 84	Befinedlb	- a 9
St. Domingodo		Œ	7	Beansdo		a 11 00	Crude E. Ido	— a 71
Parado	_	a	6	HEMP— Russiaton	190 00	a 210 00	Russia, whitepiece	10 50 a 11 00
Cuba	11	4	18	Manillado	210 00	4 -	Do. browndo	8 75 a ¥ 00
Brazildo Porto Ricodo	18 13	a a	13년 14	Sisaldo American dew-rotdo	120 00	a 150 90	SOAP— New-York, Brownlb	5 a 6
Laguirado	12	ā	l al	Yarns, Kentuckylb		a	Castiledo	11 4 12
St. Domingodo	111	a a	12 14	HIDES LaPiata & R. Grande, lb	14	a 14	SPELTER	- a H
lamaicado	12	ä	18	Brazildo	L1	a 12	Cassia, in mats lb	29 a 28
COPPER—		a	94	Do. wet saiteddo Oronocodo	7 12₺	a 6		80 a —
Pigdo	_	•	17	W. India & Southern.do	10	a 13	Do. grounddo	6 a 11
Olddo	17	æ	_	g. A. Horsepiece	1 15	a 1 30	Nutmegsdo	1 80 a 1 65 16 a 17
Bultdo	24	4	_	HOPS— First sort, 1883Ib	38	a 34	Pepperdo	16 a 17 14 a 14
Foreign	91		114	Second sort, dodo		ā —	SPIRITS-	•
Americancwt	10	4	11	HORNS— Ox100	5 60	4 90 90	Brandy, Ot. D.&Co.gal Do. Rochelledo	1634 a 169 150 a 156
Velvetgross	40	a	50	INDIGO			Do. Bordeaux do	1 30 a 1 40
Commondo Phiaido	20	a a	30	Bengailb Manillado	1 06 75	a 1 50 a 1 12	Rum, Jam. 4th proof. do Do. St. Croix, 3d do. do	95 a 1 12 95 a —
COTTON-	_	_		Caraccasdo	1 12	a 1 30	Do. Wind Isl. 3d do.do	63 a —
New Orleanslb	11 94	a a	13 11	Guatemalado IRON—	75	a 125	Do. NOrl'ns, latdo.do Do. N. Eng. lat do .do	49 a 45
Upianddo	9		12	Pig.Engl.&Scotchton	40 00	a 45 00	Gin:Holl'd MederSwan	190 a 195
Tennesseedo	10	æ	101	Do. Americando	30 60	a 40 00 a 100 00	Do. Hour Glass.do Do. Pine Apple.do	- a 1 15 - a 1 19
Hompyd	18	a	90	Bar, dodo Do. Rûssia, P. S. L.do	95 00	a -	Do. Imperialdo	1 12 a 1 16
Flaxdo	11	a.	15	Do. new Sable.do	83 00	a 85 10 a 83 00	Do. Countrydo	36 a 44
Do. Americando DIAPERS—	19	4	21	Do. Swedesdo Do. English ase'tddo	75 00	a	Whiskey, Ryedo	30½ a 31 40 a 43
Russia, broadpiece 2	15	a 9	20	Sheet, Englishcwt	6 75	a 8 00	STERL—	
DUCK				Peru I.Cu. flat & sqton Do. rounddo	_	a –	Germanlb Englishdo	10ja 19j 11 a 14
Russia, U. X belt 18	00	a 19		Hoop, Americancwt	5 50	a 7 00	Trieste, in boxesdo	5 a 64
Do. Zotoff & Konop'ff 17 Do. 3d quality do 15	5 0	a a 16	00	Do. Englishdo	0 038	a 6 75	Americando	5 <u>4</u> ຂ €
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		- 10	~ I	Plglb	64		British Islandlb	71 a 81
German Halfdo 11	00	a 12	00	Piglb Bardo	6	a —	St. Croixdo	8 a 9
German, Halfdo 11 Holland, A. Ado 94 Ravensdo 8	00 00	a 12 a 25	00	Pig		a —	St. Croixdo	5 a 9 5 a 6 9 a 10
German, Halfdo 11 Holland, A. Ado 94 Ravensdo 8	00 00 50	a 12 a 25 a 8	00 00 75	Pig		a –	St. Croixdo New Orleansdo Havana, Whitedo Do. Browndo	8 a 9 6 6 9 a 10 7 a 9 6 6 a 9
German, Halfdo 11 Holland, A. Ado 94 Ravonsdo 8 Amer. Joy's, all flax, No. 1 a 8do 15 Do. Phenix Mills, Pa-	00 50 50	a 12 a 25 a 8	00 00 75 00	Pig	6 64 — 20 17	a 4 a 4 a 27 a 20	St. Croixdo New Orleansdo Havana, Whitedo Do. Browndo Do. Muscovado.do Porto Ricodo	8 a 9 5 a 6 9 a 10 7 a 9 6 a 7 7 a 8
German, Half	00 50 50	a 12 a 25 a 8	00 00 75 00	Pig	6 6 20 17	a - G a 4 a 27 a 20 a 16	St. Croixdo New Orleansdo Havans, Whitedo Do. Browndo Do. Muscovado.do Porto Ricodo Bragil, Whitedo	S a 91 5 a 61 9 a 101 71 a 82 61 a 7 71 a 81
German, Half do 14 Holland, A. A do 94 Ravens do 8 Amer. Joy's, all flax, No. 1 a 8 do 15 Do. Phenix Mills, Paterson, flax, No. 1 a 6 Do. cotton, Paterson, No. 1 a 10 yd	00 50 50	a 12 a 25 a 8	00 00 75 00	Pig	20 17 14 75	a 4 a 4 a 27 a 20	St. Croix	5 a 9 6 6 6 6 7 7 a 8 7 6 6 a 7 7 a 7 a 7 a 7 a 7 a 7 a 7 a 7
German, Haif do 14 Holland, A. A do 94 Ravens do 54 Ravens do 55 Do. Phenix Mills, Paterson, flax, No. 1a. 16 Do. cotton, Paterson, No. 1a. 10 yd DYE WOODS—	00 50 50 00 00	a 12 a 25 a 8 a 12	00 00 75 00	PIg	6 64 20 17 14 75 1 00	a — 6 a 4 a 27 a 20 a 16 a 2 75 a 2 50	St. Croix do New Orleans do Havana, White do Do. Brown do Porto Rico do Brazil, White do Do. Brown do Lump do Lump do	S a 9 6 6 7 7 6 a 8 7 7 6 a 8 7 6 a 7 7 6 8 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7
German, Haif	00 50 50 00 96 00	a 12 a 25 a 8 a 12 a 12 a	00 00 75 00 00 89	PIg	20 17 14 75 1 00	a	St. Croix do New Orleans do Havana, White do Do. Brown do Porto Rico do Brazil, White do Do. Brown do Vanilla, Brown do Lump do SUMAC—	5 a 9 6 6 7 7 a 8 7 a 8 7 a 8 7 a 8 7 12 a 18 14 a 17
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German, Haif	90 50 50 00 96 00 00 00	a 12 a 25 a 17 a 17 a a a 24 a 24 a 21	00 00 75 00 89 	Pig	6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	a 27 a 20 a 16 a 2 75 a 2 50 a 15 60 a 17 00 a 17 00 a 83 00 a 62 00	St. Croix do New Orleans do Havana, White do Do. Brown do Porto Rico do Brazil, White do Do. Brown do Lump do Loaf do SUMAC— Sicily	S a 9 1
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D. K. MINOR, EDITOR.]

SATURDAY, FEBRUARY 99, 1833.

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MERICAN RAILROAD JOURNAL. &c.

NEW-YORK, FEBRUARY 23, 1833.

I some time since made a proposition that, when the subscription list numbered 1500 I would add a Mechanic's department also to the Journal; and although I have not realized as great an increase as was anticipated, I shall very soon redeem, to its full extent, that promise.

Arrangements have been made which will enable me to render the Journal all that I have ry, why the present mode of paving and high enable me to render the Journal all that I have crowning streets is still retained, when anothever promised; I therefore trust, that the pater and far better mode could so easily be adoprons of the Journal will not suspect, because ted, but have never yet met with any one who I have announced my intention to publish could give me a satisfactory answer. monthly a Mechanics' Magazine, that I intend you therefore do me the favor to make the into desert the Journal, or relax my exertions to make it valuable. The Journal will contain very nearly all that will appear in the Magazine. I find I cannot induce those who want Mechanics' Magazine to believe that they would obtain their wishes by taking a Railroad hesitation in saying that there are few subjects Journal; hence the necessity, if I intend to more deserving of their serious attention, and meet their views, and supply their wants, of prompt action, than that of regulating and impublishing a monthly work to be called the Mechanics' Magazine; and that I may do so apprehend, that more attention to the formato the entire satisfaction of those for whom it is tion of the surface of the streets already made, designed, and with credit to myself, I have secured the aid of a gentleman who was for several years engaged in publishing the London Mechanics' Magazine-a work of great merit and extensive circulation. He will also give the streets appears to us very objectionable. his attention to the Railroad Journal. With this increased expenditure on my part, may I not anticipate renewed exertion by the friends of the Journal to extend its circulation? (at least a prompt remittance from those who have that the rise should never exceed, even in a 30 not yet done so for the second volume !

D. K. MINOR.

In a few instances the Journal has been returned out the name of the subscriber upon it, and consequently, we know not whose to disconting

given entire, the Report of the New-York canal ty-but now from necessity only are the sides. commissioners, but its length has compelled us constituting at least one half of the street, used to divide it—the remainder will be given next all, and for the best possible reason—there week. From this Report it appears that very is danger in using them. In consequence of extensive repairs have been made upon the this difficulty, the entire travel, or nearly so, canals during the past year-many temporary structures have been replaced by permanent of course much sooner destroyed than it would ones, and considerable progress has been made in have been if the travel had been equally distrirendering their navigation better, and interrup- buted over all parts of its surface. tions less frequent, than heretofore. The expenditures must necessarily be heavy for several years yet, until the whole has had a thorough repair.

To the Editor of the Railroad Journal.

-I understand that measures are about to be adopted by your Corporation to make an experiment of M'Adamizing a small part of some one of your streets. This is as it should be, or rather as it should have been long since I have often, when in the city, made the enquiquiry through your Journal?

A PRACTICAL ROAD-MAKER. We have also understood that the Street Commissioner has submitted to the Corporation a plan for making an experiment with a view of improving our streets-and have no proving the streets. It may well be said, we and less to the construction of new ones, would be more acceptable to a large portion of our citizens.

The present mode of forming the surface of The unnecessary rise, from side to centre, of from 8 to 14 inches, in a street of 15 to 30 feet wide, is out of all just proportion. We contend, and have the very best authority for se doing, foot track, three inches, which is ample, if the surface is properly formed to answer all pura crown of three, or even four inches, every provements in this branch of road-making.

We have commenced, and intended to have | part of the street may be used with equal safecomes upon the centre of the street, which is

> Another and a very serious objection exists in the present mode of draining the streets. Can there be a more inconvenient and uncomfortable mode of getting rid of the surplus wa. ters than the present? Is there no way of dispensing with the present unsightly, carriage destroying cross-drains, which occur at almost every cross street? Is there not talent and enterprise enough in New-York to devise some other and better method of effecting the same object? It appears to us that the subject is one of sufficient importance to attract the attention of men competent to effect an improvement, and introduce a better mode of construction. The surface of our streets should vary but little from a level, and be so smooth that they can be swept clean—and not, as they are usually swept, leaving more loose dirt than the sweepers found; and this may be effected, too, with very little if any more expense than is now, once in ten years, appropriated to repaving. This is a part of the business which requires very little investigation. It has been thorough. ly tested by experienced engineers, and may now with safety be adopted without the least fear of the funds being misapplied.

It is, however, desirable, if the Fathers are not yet convinced of the superiority of M'Adamized streets over pavements, that an experiment should be made in one of the great thoroughfares of the city, that all may satisfy themselves of its superiority.

We have now in our possession, and shall republish in our next number, a report made by CASPAR W. WEVER, Esq. upon a work of the kind recently under his care in the city of Washington, which may be interesting to some of our readers. We also hope to obtain within poses for which such rise is designed. With a few months some account of the latest imAnnual Report of the Canal Commissioners of the State of New-York.

ALBANY, January 17, 1833.

The Hon. Chas. L. Livingston, Speaker &c.
Sir,—Herewith is transmitted to the Honorable the
Assembly the Annual Report of the Canal Commissioners
With respect, your obedient servants.
S. VAN RENSSELAER,
S. YOUNG,
W. C. BOUCK,
JONAS EARLL, Jr. ALBANY, January 17, 1833.

REPORT, &c.

To the Legislature of the State of New-York.

The Canal Commissioners, pursuant to Chap. ter ix, Title 9, Article 2d, of the First Part of the Revised Statutes, respectfully submit their ANNUAL REPORT.

The day fixed upon by the Commissioners for the commencement of navigation upon the Erie, Champlain, Oswego, and Cayuga and Seneca Canals, was the twentieth of April last: but in consequence of the injury done to canals by the spring floods, it was found to be impracticable to have every part of them navigable before the twenty-fifth.

The canals were frozen, so as to prevent na vigation, about the twentieth of December. The navigation was interrupted by ice at some places on the canals before that time; but not so as to prevent boats from reaching their places of destination. Most of the persons engaged in navigating the canals had discontinued running their boats before the commencement of freezing weather; and but few boats were actually engaged in the transportation of property

The flood of last spring, which took place early in the month of March, while the ice was very strong, removed it from the Schoharie creek and Mohawk river with destructive and unusual violence, and either carried away or materially injured about one hundred and fifty feet of the dam across the former stream, and about one hundred and twenty feet of across the latter stream, below the Cohoes falls.

much injured, that there was danger of its being carried away by any succeeding flood. Under these circumstances, there appeared no very essentially increased by the loss of nearly alternative but to repair it immediately; and the work was commenced under very appalling which was also carried away by the flood. The circumstances. The weather was extremely bridge has been rebuilt by the Cohoes Bridge cold; and back water from the Mohawk river, Company, who, by their contract, are bound to occasioned by dams of ice, continued the water in the Schoharie creek, for some distance farther up than where the dam is located, to an elevation corresponding with but little variation from a level with the top of the dam.

It will readily be perceived, that to commence this repair under such circumstances was formidable in the extreme, both as it regarded personal consequences, and the great expense which would unavoidably attend it: but it was commenced with great spirit, and by steady perseverance, was speedily accomplished. The north end of the dam, from the direction with which it crosses the stream, was more exposed dition of the work, justify, it is believed, the to the influence of the ice and floods than other parts of it, and had become much weakened. The ice broke and carried away the range stick delivery of materials next May, and a new dam and rafters; and the water passing under the will be built in the course of the next season. The towing-pa and rafters; and the water passing under the dam, wore a channel about twenty feet deeper than the original bottom. This was repaired with trees, brush, stone and gravel.

first of April, carried away about one hundred feet of the dam, adjoining that part of it which sold mass about two miles up the river. This The repair of this breach was also effected be-obstruction continued until the freshet in April, fore the opening of the navigation.

veral places; that piles on which it rested had been removed; and the general appearance of the canal. The banks of the canal, and the the dam was such as to create great doubts railroad embankment connected with it near

a large expense, it might have been practicable to maintain the dam for a few years longer yet when it was considered that a failure of this dam, either in the spring or during the season of navigation, would entirely interrupt the navigation of the Erie Canal for twenty-four miles, and that the expense of repairing it would have amounted to nearly one half the sum which would make a new dam, prudence seemed to dictate that such an important portion of the public works should not be subjected to this contingency. A new dam of trees, brush, stone and gravel, with stone abutments of masonry at the ends, has been constructed a few rods farther down the stream.

The direction of the new dam is nearly at right angles with the stream, and will more equably receive the force of ice from above The north end is thrown about three hundred feet down the stream, which will lengthen the pond above, and materially lessen the current in the boat channel when the creek is high. The present dam is an excellent structure, per-haps not inferior to any thing of the kind. The difficulty which has usually attended this kind of dam, when a rapid current is passing over it, and removing the gravel and displacing the brush, has been obviated by covering about twenty feet of the upper part of it with white oak plank, eight inches thick at one end, and four at the other, securely fastened with iron bolts to four range timbers of hard wood placed in the dam for that purpose. The dam is six hundred feet long; nearly ten feet high; and contains fifteen thousand cubic yards of timber,

brush, stone and gravel.

The breach in the dam across the Mohav river, above referred to, was repaired in the month of July. Until this was repaired, the navigation of the Champlain canal was, to some extent, interrupted; but every practicable ac-commodation was furnished at the expense of The dam across the Schoharie creck was so the State, by men and scows to carry horses uch injured, that there was danger of its beacross the stream, and to assist in towing the g carried away by any succeeding flood. Un-Company, who, by their contract, are bound to gation were entirely restored in the month of September.

The Commissioners, on several occasions, have been under the necessity of noticing fai-It is made of logs resting lures in this dam. all times rather a feeble structure. tious interruptions which have already been ex perienced in the navigation, the annual expense in repairing breaches, and the hazardous con-The length of the dam is seventeen hundred feet, and the average height about eight feet.

ith trees, brush, stone and gravel.

A great body of ice, which was brought down
The second flood, which took place about the the Mohawk river in the March freshet, lodged against the bridge which crosses that stream at and so effectually closed the channel of the river In the month of July last, at a low state of as to raise the water above its banks. The wawater, the dam was examined, and it was found ter made an entire breach through the banks that the water had undermined the apron in se- near the first lock above Schenectady, and inwhether it could be maintained for any considerable length of time. The repairs which had been made in the spring were of such a character than the commencement of

racter as to render it necessary to rebuild a part to a great depth, and formed an outlet to the of it, for the purpose of forming an apron, and river for the great body of water which had acmaking a suitable top covering to render the passage of water over it secure. Although, at destruction of private property, by carrying off fences, boats, and houses. The injury to private property was very great, and the expense of repairing the public work was about ten thousand dollars.

The piers of the aqueducts across the Mohawk river below Schenectady, were protected by ice-breakers. The force of the ice in passing off the freshet of last spring almost entirely demolished them, and in two instances the piers were considerably broken. This protection is indispensable to the security of the aqueducts,

and has been restored during the past season.

Arrangements have been made to afford additional security to the lower aqueduct, by sink-ing additional piers above it. If the ice should be sufficiently strong this winter, the work will be done before the spring floods. Entire new trunks have been placed on these aqueducts during the last winter and spring, and these structures are now in an excellent condition.

In addition to these aqueducts, which, com-bined, are eighteen hundred and eighty feet in length, new trunks have been placed on five others west of Schenectady, which altogether are seven hundred and fifty feet in length.

The aqueduct that crosses the Oriskany creek was damaged by the flood of last spring. A road bridge, which stood a short distance above, was carried down against the aqueduct, and with other timber formed a dam, which prevented a free passage for the water under the aqueduct. The consequence was, that where the water found a passage, it removed the earth from the bottom of the creek to a great depth, and undermined some of the abutments of the aqueduct. The aqueduct was immediately repaired so as to be used; but the trunk could only be made of sufficient width to admit the passage of a single boat. The abutments have been rebuilt, so as to have a trunk placed upon them wide enough for boats to pass each other. The materials for the trunk are procured, and it is intended to have it finished in time for spring navigation. An arrangement was made with the commissioners of highways, by which the abutments of the road bridge are placed the same distance apart, and directly above those of the aqueduct. This arrangement will give a free passage for water and timber under the aqueduct, and add to its security.

The aqueduct over the Oneida creek was built of stone which has crumbled. The arches in several places are cracked so as to admit the passage of water through them. Braces of stone masonry were erected several years since, for the purpose of supporting this aqueduct. Before the commencement of navigation last lures in this dam. It is made or rogs really before the commencement of navigation and on a rock foundation, but the small quantity of the commencement of navigation to timber used in the dam, and a defect in the spring, a wooden trunk of two hundred and thirty feet in length, and of sufficient width to this admit the passage of boats, was put into this aqueduct, for the purpose of preventing the leakage of water through it, and of making the navigation more safe.

A wing wall and an abutment of the aqueduct over the Butternut creek failed during the last winter. They have been rebuilt in a per-

The towing-path bridge at the junction of the Oswego with the Eric canal was rebuilt before the commencement of spring navigation. This bridge is four hundred feet in length.

A waste-weir of stone has been built on the Camillus level in place of one of wood; also a towing-path bridge over it. The length of the waste-weir and bridge is one hundred and sixty feet.

A new towing-path bridge, fourteen hundred and forty feet long, has been built over the Seneca river, in place of the old bridge which had become unsafe.

The lock near the aqueduct over Mud creek, in the town of Lyons, has been rebuilt. The old lock, which had become unfit for use, was an unfavorable season of the year, it will probably be as durable as any lock on the canal. The materials used in its construction were of the best kind, and the masonry was well exe-The expense of building locks and aquoducts at the season when the canals are not navigable is much greater than it would be during the season of navigation: but it is important to the interests of the State, that repairs of this kind should be made at such times as not to interrupt the business on the canals. Several of the other locks between the Seneca and Genesee rivers require a large annual expenditure to keep them in repair. Some of them will probably have to be rebuilt in the course of a few years, in consequence of the unfitness of the stone used in their construc-

The aqueduct over Mud creek, near the village of Palmyra, has been in part rebuilt, and the trunk made wider, so that boats can pass

each other in it. In the month of March last, the water in the Genesee river rose to such a height as to break through and carry away the west bank of the Genesee feeder in a number of places. The wa ter likewise passed over the lock and pier at the head of the feeder, and cut a channel through the embankment between the lock and the high ground east of it. Such quantities of water passed from the river into the canal as to fill it to overflowing. The superintendent of repairs had the banks of the canal cut through in sev-eral places, which he selected as most favorable for letting off the water, to prevent breaches at other places where much damage might have been done. Heavy expenses have been incurred to repair the injury, and to guard ta for a part of the season. This occasions the against a similar occurrence. The lock, pier overflow of land on the banks of the creek, and and banks of the feeder, have been raised so is thought to be injurious to the health of the high as to prevent the water from passing over inhabitants on its borders. Large quantities them, if it should again be as high as it was last of earth have been taken from the bottom of spring, which is unusual.

The aqueduct over the Genesee river was much injured by frost last winter. When the water was drawn off for spring repairs, it was discovered that the flagging over the crown of every arch had been displaced by the frost. The flagging stone were removed from the bottom of the aqueduct, and the old mortar and grout were taken out, and a new supply, which was made strong with water lime, put in. The flagging stone were then replaced; and the bottom, after being swept, was grouted with a by being washed by the Niagara river.

The pier of the Black-Rock harbor was brothe walls were pointed. The aqueduct has leaked less since this repair than at any time.

The largest of these breaches was nearly op-

The spring flood carried away the embank ment of the weigh-lock at Rochester. The race-way to carry the water from the lock into

the Genesee river was filled up, so that the lock could not be used for a time. And during the summer, the scales of the weigh-lock were broken, by weighing a heavily laden boat. This lock is built of wood. It leaks so as to waste large quantities of water, to the injury of navi-gation in a dry time. It is found to be difficult to stop the leakage. The frame over the lock,

frame should be rebuilt.

miles west of Rochester; one at King and Adams' basin, one hundred and sixteen feet in Adams' basin, one hundred and sixteen feet in to repairing the breaches, large quantities of length; and one at Brockport, one hundred and stone have been placed upon and by the side of twelve feet in length. These waste-weirs are the pier and icebreakers, to render them more all built of stone and water lime, and are substituted for those of wood.

low west of Rochester, one hundred and fifty-wide, and eighteen feet from the dam. The four feet in length, and eleven feet in height, to space between the pier and dam has been filled

support the embankment.

Much injury was done to the public works at wanta creek rose to such an unusual height as ty-five feet; it is thirty feet wide, and about gation from a recurrence of this inconvenience, to pass over the guard-lock and embankments nine feet deep. The work was done under a lit would be necessary "to place a permanent

which had been built to keep the waters of the at this dam, and only a part of the expense was little Tonnewanta, or an arm of the principal paid by the State. It adds greatly to the creek, which connects with the canal below the guard-lock, from passing into it. The water passed down the canal in large quantities, carrying with it saw-logs and other timber from the creek. The flagging in the bottom of the upper locks was torn up by the water and timber. Forty-five feet in length of the wall to the raceway near the locks was broken away; the earth was carried away from the south side of the two upper locks, and a channel forty feet wide, and from fifteen to twenty feet deep, was cut from thence to the basin at the foot of the locks. Injury was also done to the towing-path between Lockport and Pendleton, by washing away the timbers and earth. These injuries have all been repaired, and the works put in as good a condition as before. The guard-gates and embankments of the guardlock have been raised, and the dam across the little Tonnewanta has been rebuilt to prevent injuries in future.

The race-way to carry the water to the lower level at Lockport, which was commenced before our last annual report has been completed.

There is some difficulty in navigating the canal with boats that are heavily loaded, between Lockport and Pendleton, through a part of the deep earth cutting, for the want of a sufficient depth of water in a dry time. Some of this canal was never excavated to the depth in-tended. The banks in some places have slid in, and quicksand has come in at the bottom in other places. It has been necessary for purposes of navigation, for several years past, to raise the dam at the mouth of the Tonnewanis thought to be injurious to the health of the this canal, since the water was first let into it.

During the last season more than five thousand cubic yards were taken out, by the use of scrapers that operated under water. The diffi-culty is not yet entirely overcome. Since the close of navigation the water has been drawn off, for the purpose of finishing this work the present winter if practicable.

Stone have been placed along the outside of the bank of the canal between Tonnewanta and Black-Rock, at places where it had been injured

posite to the entrance of the canal from Buffalo into the harbor. At this place the pier was carried away to the bottom for a considerable length. In the construction of this pier, timbers were framed together in cribs, and sunk to the bottom and filled with stone. The ice. which frequently comes against the pier in large pieces and with great force, breaks away the timbers; the stone then fall out, and such to the bottom. In repairing these breaches which supports the scales, is so weak that it is the last senson a new course has been pursued. difficult to weigh boats with heavy cargoes accurately. It is necessary that the lock and without the use of any timber. This is found without the use of any timber. This is found to be a cheaper method of repairing; and it is A waste-weir, one hundred and six feet in believed that a pier thus constructed will more length, has been built at the deep hollow two effectually resist the action of the ice upon it than one in which timber is used. In addition secure.

ituted for those of wood.

A pier has been constructed at the foot of A stone wall has been built at the deep holspace between the pier and dam has been filled with stone to the surface of the water. This work extends from the ship-lock to Squaw Lockport last spring. The water in the Tonnelistand, a distance of three hundred and sevenwants creek rose to such an unusual height as

spring navigation; and although it was built at ||at Pendleton. It also carried away a dam||contract with the lessees of the surplus water strength and security of the dam. lock has been raised one foot, and strengthened. The embankment or dam at the head of the lock has also been raised.

During the last winter and spring, the guardlock on the Champlain canal, at the Saratoga dam, has been rebuilt of stone in a very substantial manner. It was ascertained on a close examination, that the guard-lock on the north side of the Mohawk river (now of wood) was so far decayed as to render it unsafe. Arrangements were made during the past season to rebuild this lock of stone masonry, and about two thirds of the work has been done.

The sloop-lock, the dam across the Hudson river, and the apron connected with it above the city of Troy, have undergone a considera-ble repair during the past season. The work is not completed, but sufficient has been done to render these structures secure.

The Glen's Falls feeder has been in a navigable state for the two last seasons, although there have been some interruptions by failures in the locks, and the difficulty growing out of that part of the feeder which is located on a limestone rock containing large fissures, which have been troublesome, and are very difficult so entirely to close as to prevent the water from oc-casionally passing through the bottom in large quantities. The condition, however, of the feeder and its appurtenances has been much improved; and there is reason to believe, that not only the navigation of the approaching season will be much better than at any former period, but that the expenses (which have hitherto been considerable) will be diminished.

The value of this improvement to that part of the country whose products pass upon it can be best estimated by stating the amount of property which passed upon it during the last season of navigation, and the amount of tolls collected. The collector at Fort Edward was directed to furnish a statement of the amount and kind of property which passed on the feeder, and the amount of toll collected. He reports that the amount of toll received is \$7,-803.99; and his statement, which is hereto annexed, gives the amount and kinds of property

The navigation upon the Oswego canal has been uninterrupted, during the whole of the season that the other canals were navigable.

One of the largest dams on the Oswego river was undermined by the water, in consequence of the apron's being broken away by the last spring floods. It settled at one end so as to impair the navigation when the water was low. It has been thoroughly repaired, and is now considered secure.

The work on the towing-path embankment by the side of the Onondaga lake, which was commenced before our last annual report, has been continued, and is nearly completed. The injury to this embankment from the ice last spring was much less than the spring before; and it is believed that, when the work which is now in progress is finished, this embankment will be secure against the operations of the ice from the lake.

The towing-path along the Oswego river was so low in many places that the high water in times of flood overflowed and washed it away. Much expense has been incurred in raising this towing-path, to secure it against fu-

ture injury.

The navigation on the Cayuga and Seneca canal has, for a short period during the past season, been incommoded by low water in the outlet of Seneca lake, between Waterloo and Seneca falls; and also in the outlet near the foot of the lake. In the former case the levels became depressed, in consequence of the great quantity of water drawn to mills situated on two dams crossing that stream.

dam in front of all the flooms leading to these son. It will, in the opinion of the Commis-complete manuscript map and field notes of ever mills, on a level with the top water line in the sioners, be necessary to take in additional feed-ry canel that now is or hereafter shall be comcanal." This would prove injurious to the m.lls in the winter season. Under the expectation that those interested in the mills would conform to the suggestion which were then made, and would see the obvious propriety of making such arrangements among themselves, in relation to the manner of drawing the water, as not to reduce it below its proper level, this work has not been done.

During the navigable period of 1831, the wa ter in the outlet continued above its ordinary height, and no inconvenience was experienced but a return of low water last season, has brought with it all the evils of 1829. The extension of hydraulic erections, drawing their supply of water from the dam at Seneca falls, renders a dependence on any arrangements or restrictions which may be imposed, too precarious to rely upon. It is believed that a due regard to the maintenance of an uninterrupted navigation, from the causes mentioned, renders it indispensibly necessary to make the erections referred to. In order to obviate the injury which may result to the mill owners, it is intended to permit them, at their own expense, to place gates in the dam in front of their flooms, through which water may be drawn in the winter season; but which should not be under their control during low water, when the canal is navigable.

It should be recollected, that the act incorpo rating "the Seneca Lock Navigation Company," which was passed in 1813, granted to the owners of land on which water privileges should be created cy the company's works, the right of using all the surplus water, as an equivalent for damages, provided such use should not interrupt the navigation. The upper dam at Seneca falls, and the one about two miles farther up the outlet, on which the mills which are the subject of complaint are situated, were constructed by this company, and are

now maintained at the expense of the State.

In pursuance of the "Act authorising the construction of the Cayuga and Seneca Canal," passed April 20th, 1825, the canal constructed by the Seneca Lock Navigation Conpany, with all its appendages, was transferred to the State. Under these circumstances it has been considered proper not to interfere with the hydraulic works which draw their supply of water from dams erected by the company, farther than would be consistent with the paramount object for which the dams were constructed.

To obviate the difficulty of navigation in the outlet near the foot of Seneca lake, it is intended to deepen the boat channel next summer.

The towing-path across the Seneea outlet, below Seneca falls, has been rebuilt. bridge is two hundred and fifty-seven feet in length. About one and a half miles of the towing-path bank has been walled and docked; and a ditch has been cut below Waterloo, of about one and a half miles in length, for the purpose of draining low land adjoining the towing-path, which had been injured by its construction. The latter work was done by order of the Canal Board.

It is intended this winter to construct a guard-gate, with abutments of stone masonry, on the level connected with the outlet at Waterloo; and also one on the level which connects with the outlet below Seneca falls, in order to secure the banks of the canal on these levels from floods.

There have been an unusual number of breaches in the canal banks the past serson, but none that have interrupted the navigation for any great length of time. Several of these breaches were occasioned by the banks being frozen to an uncommon depth during the win-When the frost came out in the spring, it left the banks so low that the water easily

ers upon some of the levels. Surveys and estimates for the purpose have been made. If found necessary, a separate report will made.

In addition to the repairs before mentioned, there have been constructed upon the navigable canals the past year, one hundred and six bridges, sixteen culverts, fifteen waste-weirs, one hundred and seventy lock-gates, four locktenders' houses, three carpenters shops, ten repairing scows, and twenty-five miles of

wharfing and walling.

The amount expended for repairs and im-provements upon the canals, for the year ending on the thirtieth of September last, has been greater than that of any former year: but the Commissioners are not conscious that any unnecessary expenses have been incurred. injury which was done to the canals by the severity of the frost of last winter, and the unusual floods of last spring, rendered it necessary to make extensive repairs before navigation could commence, a detailed account of a part of which has been given. Many of the wooden structures upon the canals, which had failed, have been replaced by those of stolle. In raising the towing-path where it was worn or washed away, great pains have been taken to procure the best of materials. It has been necessary to build an uncommon number of lockgates and repairing scows the past season. In the amount charged as expended for repairs, is included the salaries of the superintendents of repairs, and the pay of lock-tenders. The practice had become general for lock-tenders to keep groceries to sell to boatmen and others, and almost every lock-house upon the canals was converted into a grocery. The consequence of which was that there was a great anxiety to procure locks to tend, by persons who were more desirous of selling groceries than of discharging their duty to the public. Complaints were frequently made that boats were delayed in the locks for the purpose of giving the lock-tender an opportunity of selling to boatmen or passengers, and that idle and dissolute company collected about the locks. The Canal Board last winter made an order prohibiting any lock-tender from keeping a grocery. In consequence of this order, higher wages have been given to the lock-tenders than before, but their duties have been more satis-

factorily performed.

The following is the amount of expenditures on the navigable canals, from the 30th of September, 1831, to the 1st of October, 1832:

ERIE AND CHAMPLAIN CANALS By William C. Bouck, including salary,....

" Jonas Earll, junior,....do......

the superintendents of repairs,..... \$34,209 79 9,824 30 327,302 91 OEWEGO CANAL 12.369 79 8379,065 79

From the above should be deducted as not properly chargeshle for repairs, payments made for damages, &c.

By William C. Bouck, \$11,296 33

" Jonas Earll, junior, 9,511 42

The amount peid for repairs, salaries to su-perintendents, and pay of lock-tenders, for the year ending on the 30th September, 1832..... 835R.25R 04

20,807 75

CHEMUNG CANAL. By William C. Bouck,....

ry canal that now is or hereafter shall be com-pleted; and of all lands belonging to the State adjacent thereto or connected therewith, on any legislation upon the subject should be which the boundaries of every parcel of such found necessary, a separate report will be lands to which the State shall have a separate title shall be designated, and the names of the former owners, and the date of each title be entered. And if the Canal Commissioners, on examination of the premises, be satisfied that the cost and expense of making such map, field notes and survey, will exceed the sum of five thousand dollars, no such map and field notes shall be compiled. Every such map shall be compiled by the Canal Commissioners, who shall for that purpose cause all necessary surveys to be made. When prepared, it shall be submitted to the Canal Board for its approbation; and when so approved, shall be signed by the Canal Commissioners, be certified by them correct, and be filed in the office of the Comptroller."

In pursuance of the provisions of the above recited sections of the Revised Statutes, the Canal Commissioners, in the winter of 1829, accepted a proposition from Holmes Hutchinson, Esquire, a civil engineer, to make the survey, maps and field notes, referred to in said said sections. A survey of the Erie canal from Canistota to the Hudson river, and of the Champlain canal, (except the Glen's Falls feeder,) has been made, and the maps and field notes are nearly completed, accompanied with a complete manuscript map and field notes, which com-prise "all the lands belonging to the State adjacent to the canals or connected therewith, designating the boundaries of every parcel of land to which the State have a separate title, with the names of the former owners, and the date of each title."

The statute evidently contemplates that the survey, map and field notes shall be made in such manner as shall be approved of by the Canal Board. The Commissioners have therefore considered it to be their duty, in several stages of the survey, to advise with the members of the Canal Board, and as soon as a complete specimen of the survey, map and field notes was prepared, to submit the same informality to their examination, to the end that if any alterations or amendments were suggested and approved, the plan on which the work had thus far proceeded, might be amended accordingly.

Within the present month the Canal Board have deliberated on the plan of the survey, maps and field notes submitted to them .- This informal deliberation has resulted, as heretofore, in an

approval of the plan adopted by Mr. Hutchinson.
The survey of all the canals would long since have been completed, but for an unexpected difficulty which has arisen since the acceptance of Mr. Hutchinson's proposition. The acting Commissioners, from a desire to favor Jacob Trumpbour, who had made a proposition, and was anxious to make the survey, expressed a wish to Mr. Hutchinson that he should assign to Mr. Trumpbour a pourtion of it, if they should agree on the terms in relation to the compensation and the parts of the canal cach was to survey, reserving to the Commissioners, as is done in all their contracts, the right in every stage of the work, to direct and control the manner in which it should be done.

In the fall of 1829, Mr Seymour, then an acting Commissioner, discovered that Mr. Hutchinson and Mr. Trumpbour were making the survey on different plans. This fact was first communicated to the other Commissioners in the winter of 1830. For the purpose of reconciling this difficulty, and agreeing on a uniform plan for making the survey, maps and field notes, in The following sums have been expended on the unfinished this early stage of the matter, when Mr. Hutchinson had surveyed about forty miles, and Mr. Trumpbour one hundred miles, the Commissioners, considered it their duty to make an

must proceed no further in his survey, until the difficulty which had arisen was adjusted. Notwithstanding this notice, Mr. Trumpbour, in the month of May following, announced to Mr. Seymour his intention of recommencing the survey; he was again requested by Mr. Seymour to "abstain from any farther proceedings in re-lation to it." In defiance of the directions of the Canal Commissioners, and in defiance too of the fact within his own knowledge, that the plan on which he was making his survey, was disapproved of by the Canal Commissioners and the Canal Board, he continued his survey; and after this period he surveyed one hundred and seventyseven miles of canal, for which he now not only asks the Legislature to remunerate him, but also for his expenses in employing counsel, and attending on the Legislature to further the allowance of his claim, amounting in the aggregate to a larger sum than the appropriation.

Although Mr. Trumpbour, as he alleges, may have commenced his survey the first season in good faith, and under the impression of an im-plied contract; yet we conceive that there is no possible apology for his having persisted in com-pleting his survey of that part of the canal allotted him by Mr. Hutchinson, after being apprised that the plan adopted by him was objected to by the Canal Commissioners and the Canal Board to whom exclusively the statute committed the decision of that point. Could he have supposed it practicable to coerce the public officers to an approval of his plan; or did he intend to act in defiance of their opinion, and refer his claims to the Legislature? Events subsequent to this stage of the transaction, clearly show that the latter

course was intended.

Memorials from Mr. Trumpbour and Mr. Hutchinson were presented to the last Legislature; these, with a report from the Canal Board, to which they had been referred, were referred to a select committee, whose report will no doubt

bring the subject before the present Legislature.

In the last paragraph on page 17 of the report
of the committee, they say, "If it be admitted
that the maps must include the boundaries of the property, then it must also be conceded that they must be ascertained by actual survey on the ground. For what other purpose would the Legislature have directed the Canal Commissioners to cause all necessary surveys to be made, but that the boundaries to be exhibited on the map might be designated on the ground itself by proper visible landmarks? This is the object of every survey of boundaries. For how else can ple of the State, and with a view to shield, as far encroachments be discovered and prevented? The committee think, therefore, that they incur no hazard in saying that both the statute and the above resolution require the actual survey and designation of the boundaries of the public lands laterage the canals appropriated to the use thereof, by courses and distances, and visible permanent missioners and Mr. Trumpbour, for one half of monuments on the ground itself, as has been here-the work to be executed under the law. Now tofore used and approved in this State.'

the construction of the canals, the see simple of which is vested in the State by the Constitution; the other, the lands "adjacent thereto or con-nected therewith, to which the State have a separate title." The last class of lands is the one, no doubt, referred to, "on which the houn-

Commissioners infer, as well from the nature of ing to the contractor a claim for damages, in case the amount appropriated, that the Legislature could not have intended that "visible and permanent monuments" should be erected, by which the exterior bounds of the canal could be designated at any fature period. To have done

and certain means of ascertaining the exterior bounds of the canal; and that the "boundaries of all lands adjacent thereto, or connected therewith, to which the State shall have a separate title," either by purchase or cession, "shall be designated, with the names of former owners, and the date of each title."

If this construction of the statute is correct, it would make no difference whether the courses and distances of the exterior bounds of the canal were ascertained by running lines on the ground, or whether the means of ascertaining them are furnished; provided that the data on which those means rest, would produce as accurate a result as lines run on the outward bounds of the canal by compass and chain. And we do not hesitate to say, that the means furnished by the plan adopted by Mr. Hutchinson, would produce a more accurate result in this case, than lines run on the outward bounds of the canal.

It is evident that Mr. Trumpbour did not suppose the statute to require that the exterior bounds of the canal should be designated by "visible permanent monuments." Although he has noted many of the structures on the canal, and the position of buildings and other objects in its vicinity, yet there are several miles in different places on the canal where there are no permanent structures or buildings in its vicinity; and it is not contended that he has in a single instance placed a "visible permanent monument, unless stakes about two feet long can be called such; and if these are so considered by the committee, they could easily have ascertained how much reliance is to be placed on this kind of mon-ument, by tracing the lines run by Mr. Trump-bour. We venture to say that only a small portion of those driven into the ground by the axemen in the employ of Mr. Trumpbour could now be found.

The mistaken views and unauthorised inferences of the committee in many other respects, will, we think, be readily perceived by an attentive examination of the case. The misconstructions which they have put upon the acts of the Canal Commissioners and the Canal Board, will be passed over in silence. Neither the Commissioners nor the Canal Board appeared as a party before the committee, by counsel or otherwise; ple of the State, and with a view to shield, as far as we are able, those rights from violation, that our remarks upon this extraordinary report are

submitted.

let it be supposed for a moment that this inter-The fourth section of the statute referred to ence is just. Let it be further supposed that this evidently comprises two classes of lands to be contract had been put in writing, and three co-curveyed; the one, the lands appropriated for pies of it signed by Mr. Trumpbour and the Commissioners as the statute requires, and that the contract had specifically designated Mr. Trumpbour's mode of survey as the one which he was to pursue. Even in a case as strong as this, the conduct of Mr. Trumpbour subsequent to the season of 1829, would be wholly indefendaries of every such parcel of land shall be designated, with the names of the former owners, and the date of each title."

The Committee have evidently confounded these two classes of cases; and they seem to suppose that the statute requires "an actual survey on the ground, designating the exterior bounds of the canal by courses and distances, and visible and permanent monuments." The Commissioners of the State required it. This practice is founded on the obvious principle, that men may learn wisdom by experience. And the statutes of the State have constantly recognized and sanctioned this practice, by givernatissioners infer as well from the nature of ling to the contractor a claim for damages, in case mode of their execution, whenever, in their judgment, the interests of the State required it.

made on a uniform plan; that they preferred the this, would have required an appropriation of at of the Canal Commissoners, acting also under plan adopted by Mr. Hutchinson, and that he least \$15,000. If this supposition is correct, the the advice of the Canal Board, would have utdesign of the Legislature no doubt was to make terly precluded his claims for posterior services such a survey as would furnish the most ready from the favorable regard of either law or equity.

(To be continued in our next)

PETERSBURG RAILROAD .- Our citizens have been for some time past anticiprting a visit from a number of the members of the Legislature, who were generally invited to make an excursion on the Petersburg Railroad.

Yesterday we were gratified by the appearance of about forty members, who with about an equal number of our citizens and of travellers, took their departure from the company's depot on Washington street, at 9 o'clock, on a train of five coaches and cars. The party reached Belfield some time before the dinner hour, and after a pleasant repast resumed their seats on the carriages at 3 o'clock. The locomotive Roanoke, then partially displayed its power and velocity, by returning to the depot in Petersburg, a distance of 41 miles in two hours and six minutes-of which time 8 minutes were occupied by two stoppages to re-plenish fuel and wood. It is believed that the same distance has never before been performed in the same time on any other Railroad—41 miles in 2 hours and 58 minutes.

Not the slightest action or interruption took place, until on entering the town, a negro man attempted to run in front of the locomotive, which struck him and he survived but a few

hours. [Petersburg Intelligencer.]

[For the American Railroad Journal.]

RAILROADS FOR PRIVATE USE .- The force of traction necessary to propel a ton's weight on a level road is eight pounds. To propel the weight of an ordinary human body, or 140 lbs. would require at this rate just half a pound. As easily, hen, as such a person toould walk up several flight of stairs to the height of thirtytwo feet, he could move his own weight upon a level railroad one mile and three-quarters; and if we include a light carriage of 140 pounds, he could move himself and his carriage threefourths of a mile as easily as he could walk up stairs 32 feet. The ease with which persons can walk on level ground, or a floor, is an argument for level roads, which many must sensibly feel; but, whatever be the ease with which persons can walk on level ground, they cannot move forward with great rapidity, nor without some fatigue; but a wheel is not put out of breath, and a friction on the axle, of a few inches, carries it forward several feet. For innumerable occasions this facility of moving would be exceedingly convenient in a vast variety of lines of communication, where large railroads for steam or horse power could not be supported. There are innumerable occasions on which families in the country wish to convey articles a few miles to a store, which they cannot carry in their hands, and which are not a load for a horse. In these cases it would be very easy for a man, or even a woman, to take a beautiful, fancy rail-car, of 140 pounds weight, and take u load of 200 pounds weight, and go on a dry rail, when a common road is deep with mud, some four or five miles to a store. In this case no more effort would be necessary than would be required to raise up over a pulley a weight of one pound and two-thirds. It would require no more force to move through the whole four miles, the carriage of 140 pounds, the load of 200 pounds, and the person of 140 pounds-in all 480-than for the person of 140 pounds to walk ten times up a flight of stairs of Publicolái

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AGRICULTURE, &c.

Rise and Progress of Agriculture in Scotland By SENEX. For the New-York Farmer

Mr. Editor,—Having lately become a sub-scriber to the New-York Farmer and American Gardener's Magazine, I feel much pleased with work, both in its plan and execution. I flatmyself every farmer and gardener, and y lover of Agriculture and Horticulture in all the aid in their power to carry it on. are entitled to their assistance, and I sincerely hope you may receive it liberally. Under this, impression, being willing to contribute my mite I send you the following short statement regarding the Rise and Progress of Improved Husbandry in Scotland, (my native country,) under the idea that it may be found interesting of itself, and as affording the American farmer an opportunity of comparing his situation with that of his brethren in Europe.

For many ages prior to the beginning of the eighteenth century, the state of agriculture in the north of Europe was in the most abject condition; the art itself, as well as its poor, ignorant, and oppressed professors, was held in very love estimation—the barbarous influence of the Feudal System blasted agriculture and every useful art. The first germs of improvement took root in Holland and Flanders; commerce, manufactures, agriculture, and industry of every description, encouraged and protected by a wise policy in the Dutch Republic and Belgian Provinces, in a short time spread prosperity and riches over these countries; population increased with unexampled celerity; cities and villages arose on every hand, and a market was created for every species of agricultural produce:—here it was that clover and other ar-tificial grasses, turnips and other ameliorating greatest reluctance. I may here state the con-crops, were first introduced into field culture, dition and practice of the old Scottish tenantry in rotation with grain. The plough and other farming utensils were here first improved, and new machines, such as the fanner and roller, invente l-the value of manure properly appreciated-fine cattle bred, and husbandry carried on with a degree of system and perfection formerly unknown.

Good husbandry was for many years confined to Holland and Belgium, or the Netherlands. It was only about the beginning of the last century that clover and turnips were introduced into England—in the county of Norfolk first, aid of cows and small horses; the work perand from thence, by very slow degrees, to the other English counties, in some of which their introduction is only of recent date.

Improved husbandry was introduced into Scotland at a still later period, and though its progress there was at first equally slow, it finally surpersed that of England, both in rapidity of progress and perfection of practice—the husbandry of Scotland being accounted at the present day superior to any part of the north of gurope, Holland and the Netherlands excepted-for it is allowed that these countries still continue to excel the rest of Europe in the prac-

tice of agriculture.

The remainder of this communication will be confined to Scotland, where I have been an eye witness to the progress of improved husbandry from nearly its commencement to the present I may premise, that the division of land day. I may premise, that the division of land in Great Britain, as well as Europe generally, is very different from that of America. The whole of the soil of Scotland and England is divided among a comparatively small number of proprietors. Some of the estates of the nobility and gentry comprehend whole parishes. others many farms, others only a few farms. Most of these proprietors live on their estates, and have a farming establishment about their secr, hat of course the great body of the farmers cropping as may appear tenants, paying rent and holding their farms farm against waste on leases of limited duration. The Union of manor house, managed by a steward or over-Scotland and England, or rather the time be-

the royal family of Stuart, may be considered as the period of the first introduction of improv ed husbandry in the south of Scotland; this was accomplished by the exertions of a few spirited proprietors, whose memory will be long revered in that country—these had travelled in England and Flanders, and from thence introduced fallowing, clover and turnips, with im-proved utensils, on their own farms, and by most liberal assistance and encouragement, induced a few of their tenants to follow their example. state, may feel an interest in it, and give you from 1745 to the end of the American revolu-tionary war, the new system had made a slow progress in a few of the southern counties, particularly in East-Lothian, among the tenants and had advanced northward among the pro Towards the end of this interval many of these made great exertions; they procured overseers, both from Norfolk and Lothian, to manage their own farms, and by giving very favorable leases, induced farmers and farmers sons from the south to settle on their estates They sent, at their own expense, some of their farmers' sons to England and Lothian, to be instructed in the best practices, and on their return gave them very favorable leases. In this period, also, the Press first came to the aid of Scottish agriculture. Several excellent Treatises on the art came out, particularly "The Gentleman Farmer," by Lord Raimes, which had a most beneficial effect in diffusing correct information, and raising a spirit of emulation other agricultural publication of the day, was which has not yet subsided. Improved farming quickly communicated to the farmers in genebecame quite fashionable among the landholders, many of them embellished their estates their house farms into good cultivation. Still, however, their example had wonderfully little effect on the great body of the tenantry, whose habits and practice, sanctioned and endeared at this period, namely, the close of the Revolutionary war. I was then sixteen years of age and remember it as well as yesterday. The farm-houses were mean hovels, built of rough ledinburgh, by which an opportunity is afford-undressed stone and earth, without wooden ed to all who choose to be instructed in the floors or upper story; the out-houses were of theory, as well as the practice, of agriculture. the same kind, placed where chance seemed to These exertions and measures have undoubt. direct, without regard to plan or regularity The plough was a most clumsy and ponderous formed miserably bad, so as to require much spade work to make it fit for the seed. No carts were in use; the farm-yard manure was carried out in baskets of a particular construction on the horses' backs, and the harvest brought home by a similar contrivance. of cropping prevailed all over Scotland for every kind of soil. I shall not take up your time to detail it; suffice it to say, that it consisted of perpetual scourging of the ground for grain ludgment it is indeed valuable; there is not the crops as long as it would return the seed. crops as long as it would return the seed.

The end of the American war was the period destined to eradicate this system, and give an irresistible impulse to Scottish husbandry. The landholders finding the tenantry not to be moved by example or precept, resolved to force them out of the old path, and with this view, in granting new leases, introduced compulsory clauses binding them under severe penalties to fallow, sow grass seeds, cultivate turnips, and adopt a rotation of cropping suitable to the soil and circumstances of the farm. This was unwillingly gone into at first, but upon a fair trial was found so advantageous, that they became entirely reconciled to it. Compulsion became unnecessary-correct practice became more generally known and valued, and at the present day compulsory clauses are seldom inserted in leases, but only such restrictions regarding cropping as may appear necessary to guard the farm against waste or over-cropping towards

Farming became more and more fushionable tween the years 1715 and 1745, when the two among the nobility and gentry—the king him-last efforts were made in Scotland in favor of self setting a good example to the nation.

Among the expedients to stimulate and encourage the tenantry, Farming Societies were about this time got up in Scotland and England, who held out premiums for all sorts of improvements. These Societies still continue, and persevere in their patriotic labors. They consist of the nobility, country gentlemen, clergy, and most respectable of the tenants; and though their very liberal efforts have often come short of their, perhaps, too sanguine expectations, still there is no doubt their influence has been highly beneficial. These Societies, at first small and unconnected, have, in many instances, joined and formed one large County Society; and some of them comprehend several counties, by which they are enabled to act with more effect, and extend their use and influence.

Soon after this period the Board of Agriculture was instituted by the British Parliament, under whose orders fit persons were employed to draw up and report a state of the agriculture of every county in Britain. The publication of these Reports furnished for the public a matchless mass of agricultural and statistical informution; this has been also arranged and con-In this densed, by Sir John Sinclair, and given to the ne aid of public in two separate works. At the same at Treatime "The Edinburgh Farmer's Magazine" made its appearance, (a work similar to your own,) through whose pages, whatever is most material in these reports, as well as in every quickly communicated to the farmers in general. This book is generally believed to have had more effect in the dissemination of sound agriwith fine plantations of forest trees, and brought cultural principles and practice, and forwarding their adoption among the farmers, than all the efforts of the Farming Societies, liberal and persevering as they certainly have been. was begun in 1801, and has been continued ever since; and such is considered its importance, that scarce any respectable farmering Scotland can now want it. Its circulation in England is also very great. While on this sub-ject I may mention the establishment of a Professorship of Agriculture in the University of

> edly contributed highly to the advancement and prosperity of agriculture in Britain, and have been aided by other very powerful auxiliaries. The first I shall mention is the introduction o. lime as a manure. This most important article came into general use in Scotland soon after the period last mentioned, namely, the end of the American Revolutionary war, and soon be-came indispensable on every Scotch farm.— Without this noble assistant the best lands in Scotland could never have attained their present state of fertility and productiveness, and value of all the arable lands of Scotland.

Another highly important circumstance in favor of the farming interest of Great Britain is the successful establishment and progress of manufactures, many of which had their beginning, and the whole received an unprecedented impulse, near the above stated period, accompanied at the same time by a most successful, active and extended commerce. By these, the population of the country has been gradually and greatly increased, and thereby a ready market (the very life of farming) provided for every kind of agricultural produce. The depreciation of money and increase of the circulating medium may also be noticed as a circumstance favorable to the tenants; holding their farms on leases of nineteeen or twenty-one years duration, generally, with a fixed money or victual rent, they had all the advantage of the fall of money and rise in the price of produce, which had the effect, in fact, of lessening the value of the rent during the currency of the lease, while it increased the value of produce.
Under these favorable circumstances the an-

Diaitized by

nual rent of the arable lands of Scotland have in a word, every thing that can be interesting or that in such an intelligent community, it will been more than quadrupled within the last sixty The face and appearance of the country has been wonderfully changed to the better; and the condition and circumstances of the tenants vastly improved in spite of all the increased rents, and sometimes heavy taxes. Many of them have made genteel fortunes; all of them live better in every respect; all of them now have comfortable houses of mason work; many of them live in genteel mansions, with excellent steadings of farm offices, built after a regular plan, and quite complete: their respec-tability and standing in society is also much raised. Those who occupy large farms are generally well educated themselves, and often give their sons a liberal education. Farming capital is, probably, increased tenfold within the Farming period last stated.

In surveying the above statement, the American farmer will naturally notice with interest the various measures and circumstances by which this agreeable state of things has been brought about. The various and persevering exertions of the landholders in the first place, and secondly, the progress of manufactures, commerce and population. And here I cannot avoid expressing my ardent wishes for the continued success of American manufactures and commerce, and my hopes, that such necessary protection may still be afforded them as to prevent their decay or destruction by foreign com-petition, supported, as it is, by foreign legislation, overwhelming capital, and low rate of la-bor. There cannot be the least doubt that the prosperity of agriculture is closely connected with that of manufactures and commerce at the present day, and has been so in every age.

The American farmer, in comparing his situa tion with that of the great body of his European brethren, must find himself on very enviable grounds—fully master of the soil, himself the landlord—without the anxiety and hazard attending the taking or renewing of a lease—without rent to pay—taxes light—his soil and climate superior, producing the most valuable kinds of grain in perfection, with fruit in great variety—his markets good, with every prospect of being steady. What better encouragement can the heart of man desire? Internal Improvements have ever been favorable to agriculture as well as commerce, and certainly we have no reason to complain for want of enterprise in our citizens on that head. Our manufactures and commerce are prosperous at present, and our population increasing at an unexampled rate; all these circumstances we have advantage of. I say therefore the present times are as favorable to farmers as they can reasonably expect or wish for. The character and standing in society of the American farmer is every way respectable; many of our members understand agriculture both in theory and practice, and their farm management would do credit to some of the best districts of Europe: at the same time it must be owned that a much larger proportion of us appear to manage our operations as if ignorant or regardless of principles of system.

There is no doubt that the diffusion of agricul tural knowledge among us is needed. Good principles and good practice will be extremely advantageous to all of us. The science, if you please to call it so, is certainly progressive and susceptible of improvements and alterations periodically. Therefore nothing is more just periodically. Therefore nothing is more just than the old adage, that farmers are always to And I know of no mode of communicating information to us so well adapted as a well conducted Magazine. Such a work puts the farmer in possession of the practices and opinions of men of his own profession in different districts of the country, gives him notice of ledge of this fact should serve as an incentive nearly, if not quite all the sugar she consumes.

The knowwill show produce within her own bounds, nearly, if not quite all the sugar she consumes.

We have have the country produce within her own bounds, nearly, if not quite all the sugar she consumes. makes him acquainted with every new treatise connected with the art as published—informs him of the state of the crops in every part of communing is duly estimated by most of the ant branch of French domestic manufacture,

entertaining to the farmer, as well as the gardener, may be expected, from an able editor or conductor, in such a work, assisted and supported as he ought to be. Wishing every success to the Magazine, I beg leave to subscribe myself, Wishing every success your friend and well-wisher, SENEX.

January 15, 1833.

[From the Southern Agriculturist.]

MANURES .- We were highly gratified in discovering the interest which is taken by the planters generally, in the subject of manures. At one time, if a farmer could get enough to manure a portion of his corn crop, he thought was out of the question; and there are some manures greatly. who are now zealously engaged in the system of manuring, who at one time absolutely ridiculed the idea of a planter ever having as much manure as would enable him to apply any to his cotton crop. Now, great attention is paid to this subject, and it has become one of considerable importance. We witnessed with much pleasure the operations made on several plantations for collecting and making manure. In one pen the pine straw was at least three feet deep, and they were still en-The cattle had gaged in hauling in more. not been in it long, and this depth would decrease as it became more trampled.

The better to secure all the advantages to be derived from penning cattle, D. H. Kavenell has recently erected an extensive range of sheds for his cattle. The space enclosed by these sheds and pens is a square half acre; the principal range is on the north side, 150 feet long and 16 feet wide, boarded on the north side and shingled; two wings project from this, one on the west side, 40 feet long, and the other on the eastern, 80 feet in length these both face inwards, and are boarded at the backs. The pen is made by large posts sunk into the ground, with oak rails nailed on, and the whole capped by a large piece fixed to the posts with mortices and ten-ons. It is divided into three divisions—one for oxen, one for milch cows, and the other This pen is used only during for dry cattle. the winter, and the cattle are here regularly fed at night on cotton seed, corn husks, &c.

But although much attention is now paid to manuring, it is far from being carried on as systematically, or to as great an extent as it are most engaged do not employ all the means stances which might be collected and advan-tageously used. They all depend too much fresh in the memory of most of the planters, at all, all being retained for the provision crop.

Now, numbers manure, not only all of their provision crops, but even a large portion of at eighty millions of kilogrammes, yet France the cotton—some as far as half. The know-will shortly produce within her own bounds, the cotton—some as far as half. to use greater exertions. We have, however, little fear on the subject; the importance valuable information in relation to this importof the planters. A commencement has been made from a curious and valuable article upon the

either languish or be discontinued.

Before quitting this subject we will make one suggestion; it is this that all the materials fit for manure, and within the reach of the planters generally, are either not used for that purpose or in much less quantities than they might be. The pens and stables are chiefly depended on, and each planter estimates his capability of manuring by the number of stock his range can support. we request the serious attention of the planters to this subject-let him consider well, and we are certain he will discover that he has he did well—as to manuring his cotton, it the power of increasing the quantity of his Some who have but few cattle do not employ any hands steadily at carting in trash to the pens, giving, as a reason, that the quantity would be too great for the number of animals penned, and consequently it would be weak, and when used, be of little service. We would suggest to those thus situated, that they continue to employ one cart and two hands steadily, and instead of hauling in pine straw and leaves every day, they should bring in only enough to form a thick layer, and then cart in on this swamp mud, mud from the ponds, and when these cannot be had, top-soil from the woodland, and when a layer of this has been formed, then place on it another of pine straw, &c., thus making alternate layers, keeping the cattle penned on it nightly. In this way a large addition would be made to the usual quantity, whilst the quality would not be at all inferior.

> In addition to this, each planter should have a small stercorary, or receptacle, made near the offices, into which all the soap suds, trash, and offals, which are gathered around these, may be placed, and not left to offend the eye and manure noxious weeds;-to this the sweepings of the hen-house could be added, and earth be thrown in to absorb the surplus moisture, as it became necessary.

In manuring the crops generally, a system should be entered into, and this persevered in as far as practicable, due regard being had to the crops and the soil to be manured.

BEET-ROOT SUGAR .- The same necessity that proverbial "mother of invention". that led our ancestors, during the Revolutionary struggle, to extract molasses from pumpmight be. The fact is, that even those who kins and corn-stalks, taught the French, after having lost their colonies during the late war, within their power, nor employ all of the sub- to manufacture sugar from the beet. Indeed, during the latter years of that war, nearly the whole consumption of France was furnished on the cow-pen and stable; and we have from that source. The peace of 1816, and the heard it seriously urged, that the planters in consequent influx of foreign sugars under a that neighborhood never could manure all temporary relaxation of the protective duties their cotton crops, because cattle enough for which the government had extended to the dothis purpose could not be supported in the se- mestic article, caused the manufacture, for a veral ranges. This idea, we fear, has done while, to languish and be neglected. Shortly, much to retard the extension of this system, however, the government resumed, efficiently, and consequently been prejudicial. It is still the protective policy; the manufacture of sugar from the beet-root was resumed with rewhen no part of the cotton crop was manured newed energy, and rapidly extended; it is now firmly and profitably established; and although her annual consumption of sugar is estimated will shortly produce within her own bounds,

We learn these particulars, with much other the Union, as well as in foreign countries—of the planters. A commencement has been made from a curious and valuable article upon the present prices of produce, both at home and —thus far the attempt has been eminently subject, copied by the Family Lyceum from abroad, and the probability of their rise or fall—successful; and we, therefore, cannot fear the "British Quarterly Journal of Agricu" subject, copied by the Family Luceum fron

ture," and which, with our earliest convenience, we intend laying before our readers. We have noticed it now, for the purpose of contrasting the policy of France, in relation to this manufacture, and its immensely beneficial national consequences, with the course which certain wise theorists and would-be patriots would fain have our government pursue, in relation to the Domestic Industry of this

Sugar---no matter how---had become one of the necessaries of life. Up to the wars of the Revolution, France was supplied with it from her own colonies. This supply failed; and a new one was sought and found at home. But the war ceased, and France again has sugargrowing colonies, whence her demand may be supplied; or she may buy the article from her neighbors, the English or the Dutch. Does she do either? No. She has learned her lesson too dearly, so soon and so easily to forget it. She has learned that these sources are precarious---depending on the questions of peace or war---and that they render her dependent. She has learned, moreover, that she has means and sources that are not precarious, and that are independent; and she has wisely determined to cultivate and to cherish them. Already is she reaping the reward of her wisdom; having increased not only her independence, but her wealth and her comforts, by this policy of protecting her own indistry and her own productions. How much better, more satisfactory, and more conducive, is one such example, one such lesson drawn from the school of experience, than all the abstract reasonings and fine spun theories of the Free-Trade political economists?

FOOD FOR OXEN AND OTHER CATTLE. " Every traveller who passes Alsfett, a little town near Frankfort in Germany, has nowho are fed in the following manner: Straw when fattening 25 cents per day; he had pretis cut short by means of a straw-cutter; is
then put into a cauldron, with the addition of in fattening these two cettle was cettle with the continuous form.

Ibs. and had 180 lbs. of tallow. He cost me ing of war; neither were they to be placed on the peace establishment, but to remain on a footing of them put into a cauldron, with the addition of in fattening these two cettle was cettle was the cost me. ticed the remarkable fine cattle of that place, potatoes and carrots, and boiled till it forms a kind of jelly; this mixed with a sufficient all I have cleared before in fattening oxen quantity of water is served to the beasts.— The animals so fed require no water, and so well do they thrive on this mess, that they are, notwithstanding the summer labor, ready for the butcher at the end of the year.

Grind all sorts of grain which is intended to be given to cattle or horses. In order to obtain the greatest benefit from it, boil it in him to trot after him; then lead him often in water, and while hot add cut straw, stirring it the saddle. Then put on a small weight, and Orleans and Nemours left Paris on the 7th for Vawell, and when cool it will be fit to feed out.

The following observations upon fattening cattle were published by Nathaniel Landon, of Litchfield, Connecticut. He says, "I boiled about two quarts of flax seed, and sprin- your pleasure. By this easy method you to the new proposition made by France and Eng. kled it on cut straw, which had been previously scalded, and seasoned with salt, together with some oil-cake and oat-meal: working them into a tub with a short pitchfork, until the whole became an oily mush. I fed a three year old heifer regularly in this way, about two months, when she had eaten about one bushel of flax-seed, with the other ingre-dients in proportion. When she was butch-are received from that city. dients in proportion. ered she weighed 584 lbs., 84 lbs. of which was tallow. She would not have sold for more than \$16 before fattening. I sold refused assent to the recent propositions made by two quarters of her for 18 dollars and 13 France and England. Meantime the Scheldt was the Government with regard to this Princes cents. She cost me not more than ten dollars, closed by the Dutch gun-boats off Lillo; one of whom he declared they meant to retain in captivity exclusive of the hay she ate, which was chief-which had boarded an Austrian vessel from Ant-

METEOROLOGICAL RECORD, FOR THE WEEK ENDING MONDAY, FEBRUARY 18, 1832. [Communicated for the American Railroad Journal.]

Date	:	Hours.	Barom- eter.	Thermo- meter.	Winds.	Strength of wind.	Clouds from what direction	Weather and Remarks.
Fueeday, Fe	eb. 12	6 a. m.	29.89	32	NNE	light		cloudy and foggy
• •		10	.89	33		fresh	WsW	—cloudy
		2 p. m.	.81	37	wsw	faint	1	cloudy
		6	.85	35	l ""."	light		rain
		10	.89	34	l :: 1			••
Wednesday	. 4 13	6 a. m.	.88	30	ENE	moderate		rainy (E by N bris
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		2 D. m.	.58	44	Waw	••		fair—cloudy
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Average temperature of the week, 33.6.

Greatest elevation of the Barometer in January, 30.49 inches--lowest, 29.32-range, 1.17 inch

N. B.—It appears that the rain-storm of the 12th and 13th inst. was a heavy snow-storm near the sea-board in Net Hampshire and Maine. The snow-storm of the 15th is known to have commenced and terminated five hours soot at Baltimore than at New-York.

In the summary of winds for January, appended to the Record of the week ending on the 11th inst., "NE." is interested designate all the points between north and east; and so of the other quarters of the compass.

I did the heifer. He digested about one peck division under General Sebastiani was at Liele on of flax-seed per day, prepared as above, the 4th ult., and the whole was to be concentrated in fattening these two cattle was more than The French Chamber of Deputies, on the 2d Jaand cows, for fifteen years, and this is owing law of 1816, for keeping the anniversary of 21st I think chiefly to the use of flax-seed."-[Ru- January. The Peers, it was anticipated, might not ral Economist.]

ten lead him by the side of another horse, finished, they had dug 1400 metres of trenches, fired with a bridle. When he walks well, bring 63,000 rounds of artillery, captured 5000 troops, and gradually increase it. Then let one hold and another mount him, and ride after another horse in a ploughed field, till he learns the use of the bit, and will stop or go on at will break your colt without breaking his land.
spirit.—[N. E. Farmer.]

FOREIGN INTELLIGENCE.

LATER FROM EUROPE.-By the Henry IV., from Havre, we have Paris papers to 10th ult. melusive; red. The conclusion of the Committee was, that and by the York, from London, papers of the 11th the House should, as to the prayer of the petitioners,

Their aspect, as to the affairs of Europe, is decidedly pacific; though Holland still held out, and Affairs, sustained this conclusion, and made it the

which I suppose formed about one half of the there, when the King was to review them; after fat in these two cattle. The ox was short, which, says Marshal Gerard in an order of the measured 7 feet 2 inches, and weighed 1082 day, "they were no longer to be kept upon a foot-

stant, passed a law, only 24 dissenting, to repeal the consur. In an order of the day, dated 31st December, Marshal Gerard, after thanking the Army for COLT.—To break him never strike, but of their conduct, says, that in the memorable siege just 63,000 rounds of artillery, captured 5000 troops, and lost in killed 608 men. The King and the Dukes of lenciennes, when the King is to review Marshal Gerard's army.

The Gazette de France, of 9th ult. announces of certain, that the King of Holland had refused as

The arrest and imprisonment of the Duchess of Berri were discussed in the Chamber of Deputies on the 5th, on the report of the Committee to which the various petitions for her liberation, from individuals and different parts of the country, were referproceed to the order of the day; which is virtual rejection. M. de Broglie, the Minister for Foreign occasion of explaining the course and intention of ly scalded as above. On the first of February I began with an ext I fed him about three mentls, but not altegether as well as glie, Berryer, Odillon Barrot, and Thiers took pert.

Count Seethene de la Rochefeuceuld has been condemned to three months imprisonment and a fine of 1000 france, for having published a pamphlet tending to bring the King into contempt.

Jeseph Bensparte has, according to the London Times, been intriguing for the restoration of the Benaparte dynasty in France; and allusion is made to a memorial said to have been presented in his name, in the Chamber of Deputies. Our French papers make no mention of it.

The Elections in Great Britain were over, and the following is the result :

In England, Reformers 394 Conservatives 100 Ireland, do. 44 do. 9 80 Scotland, do. do. 25 518 144

making altogether a proportion of about five to one im favor of liberal principles.

STILL LATER.—The NEW-York, from Liverpeel brings us papers from London of the 15th. The Dutch King's answer had been received, but not made public. The Times of 15th, says in relation

The recent communication from the King of Holland will not, we trust, be made by Lord Palmerston and his colleagues of the Conference a peg for the support of a hundred further Pro-The country is in no temper to endure tocols. The country is in no temper to endure such trifling. If the King of Holland profess a desire for peace, let him open the Scheldt to the trade of England and of Europe; or, if he will not apoutaneously, let it be done for him. We have men-of-war in abundance, and they could not be more worthly employed. The King of Holland, in common consistency, must be greatful to this Gemanuscent for halping him to act more his own profes. ernment for helping him to act upon his own professions. But we seriously protest, on the part of this country, against any longer indulgence of delay, or demonstration of weakness in our foreign policy. Our allies, Russia, Prussia, and Austria, profess an anxiety for peace; why are they not called upon to show their sleerity by an immediate co-operation with England and France in some decisive measure to compel the King of Holland to abandon that abourd and mischevious policy which alone endangers the tranquility of Europe? This is the plain and sim-ple course, and ought instantly to be adopted.

There is nothing of moment from the Continent in these papers. The Royal Family of France were at Lille, where that of Belgium was to join them, and the review of Marshal Gerard's army was to be a magnifizent sort of fête.

The President's Proclamation had been received in London, and is published at length and warmly commended in the Times and Courier. Other papers head their news articles on the subject-" Prepara tions for Civil War in the United States!"

MEETING OF PABLIAMENT.—We announced vester. day that parliament was to proceed with the public bus-iness in the first week of February. We are now eabled positively to state, that no delay in the despatch of business will take place aftet the 29th instant, (the day on which the Writs are returnable, (beyond what is absolutely necessary sor the observance of the formalities which must accompany the opening of a new Parliament.-[London Courier, 13th.]

[Correspondence of the Journal of Commerce.] London, Jan. 14 -It was understood that the Council of Ministers held yesterday was on the same subject which has for some time occupied their attention—the important subject of Church Reform. The plan will, we trust, be of a searching nature, and as extensive in its remedial provisions as are the evils which demand a cure.

The Dutch King's answer has arrived in the mail-solvet the Attwood, and consists of a counter-proet which it is proposed to submit to all the five Powers, although one of them has formally with drawn from the Conference. Upon the whole we have reason to believe that, with an air of approach and moderation, the new proposals are concocted those two Ministers.

Livercool, Jan. 15, 1833.

Clause First Ar Livercool.—List night 10,000 and property of the Ring of Holland from first to last:—(Globe.) bales of cotton word destroyed by fire; and property 1,660%

and resolution, in the French General Solignac, who and resolution, in the French General Solignac, who has been appointed Commander-in-Chief, and who has already shown much activity and boldness. He is a veteran trained in the school of Napoleon, and worth upwards of £200,000." The fire was in the served, it is said, in Portugal, under Marshal Junot. No movement on either side has taken place since the repulse of Don Pedro's attack on Villa Nova.

London, Jan. 14.—After an intermission of mari time communication with Oporto for nearly a month, we have at last received despatches from that city of a very recent date. The last letters of our corre pondent extend to the 6th inst, and contain a description of the regular series of events from the middle of December to that time.

Though no affair of great importance has occur red within the last month, the parties are always in presence of each other, and hostilities of one kind or another are of daily occurrence. The chief skirmish within this period took place on the 17th ult., when a party of the troops of Don Pedro made a sortie to the south side of the river to remove some wine belonging to the Wine Company of the Douro from the lodges of the said company in Villa Nova.

The detachment of the ex-Emperor's force was

not large, consisting only of about 600 or 800 men and though pertially successful, accomplished their object only at a considerable loss of lives, and by enobject only at a considerable loss of lives, and by endangering the British ships of war which our Government is obliged to maintain on that station for the protection of British property. The loss which it occasioned was by no means repaid by the capture of some pipes of wine, and the plunder or conflagration of a convent.

It would appear from our letter of the 18th ult. that Don Miguel has at last arrived at his army. It is singular that the siege should have continued for seven or eight months without such a visit from the other towns north of Oporto, without repairing to

the army which is fighting his battles.

But our correspondent announces the arrival o a more important succor to the cause of Don Pedro, in the person of General Solignac, than the Miguelite army has received in that of their chief. The General is admitted to be a good soldier, and provided he can inspire such confidence into the Emperor as to obtain the absolute direction of the war, the transferrence of the command to him cannot but be beneficiel.

It seems to be the general impression in Oporto that a decisive blow is soon to be attempted, and that it will crown the constitutionalists with succ No result could be more auspicious for humanity and freedom.

Order of Don Pedro

"Lieut. Gen. Baron I. Baptiste Solignac, having offered me his services in the cause of my august daughter, Donna Maria II., Queen of Portugal, and being desirous of testifying my sense of such gene-rous sentiments, and of the valor and experience which have for so many years acquired him the most merited military reputation, I have thought fit, in Her Majosty's name, to promote the said Lieut. General Baron I. B. Solignac to the rank of Marshal of the Army, and appoint him Major General of the Army under my immediate command. The said Marshal will in this quality immediately procoed to organize the head quarters as he shall judge best for the service, and will propose to me the offi-cers to be employed at the same head quarters.

"Don Pedro, Duke of Braganza.

"AGOSTINHO JOSE FREIRE.

"Palace of Oporto, Jan. 3." HULL, JAN. 10.-The City of Edinburgh steamer arrived off Brighton yesterday; sailed from Oporto on Saturday last, and from Vigo on Sunday night, the 6th She reports that the French troops had arrived in the London Merchant, and that Don Pedro was a bout to make an attack on the Miguelite fort which commanded the entrance of the Douro.

All are said to be in good spirits.

Spain.-London, Jan. 12.-Letters have arrived from Madrid this morning of the 31st ult., which state Count Ofalia had accepted the Ministry of the It does not appear, however, that the resignation of Zea Bermudez, which was stated some days back in the Paris papers, has actually taken place. It is affirmed that the utmost cordiali ty and desire of mutual so operation existed between those two Ministers.

By the accounts from Oporto, it appears that Don Haltogether to the amount of £300,000. But our Pedro's forces have at length found a leader of talent Cotton market to-day was dull, holders appearing determined to be free sellers.

neighborhood of Bath-street.

The fire commenced about 11 o'clock, on the night of the 14th, in the neighborhood of Bath street, supposed in a painter's shop, and soon exten-ded to the large ware houses in Lincelot's bey, four or five of which were soon enveloped in flat

"Every thing was now consternation and alarm. The quantity of valuable property in these premises caused the utmost anxiety, and, as may readily be conceived, the most strenuous exertions were made to preserve the buildings from destruction, or to rescue their contents. The exertions of the men employed upon this laborious and hazardous task were amazing. From the state of the premises, and the intelerable heat thrown off even at a distance, their condition must evidently have been little short of suffocation; yet they continued to work with undiminished ardor, like men determined to abide the last extremity. perilous situation, they continued throwing out the bales of cotton, one after another, into the street— nor did they quit their work until the flames pressed round them on every side, and there was no longer a passage for their retreat. During all this time, the spectators outside were watching them with intense anxiety, giving expression continually to alternate hopes and fears respecting them; the in-terest in their fate became more and more intense, in proportion as their position seemed to be more desperate, and the repeated inquiry was,—what would become of them? After a while, a volume of smoke was seen to rush out of the rooms, for a time hiding all from view. An instantaneous cry was raised by the people outside, for the men seven or eight months without such a visit from the Usurper, and that he should have been at Braga and other towns north of Oporto, without repairing to do to have calculated all the exigencies of their situation, and knew the danger themselves. With a presence of mind which showed they were prepare presence of mind which showed they were prepared against every emergency, they immediately ran to the jigger-rope, turned it into a fire-escape, and when the smoke had cleared away, they were seen descending the rope like a swarm of monkeys, and jumping, one by one, into the street. As the last man was leaving the room, a volume of flame sprung out at the door, as if in vengeance for having lost its prey; the poor fellow, however, jumped at the rope with an eagerness that told that there was life in the grasp, and descended in safety among his companions.
"The cotton saved from these warehouses,

was thrown into the street, was piled up by other hands, till it formed a heap reaching to half the

height of the houses in Lancelot's hey.
"The rapidity with which the fire continued its avages was almost incredible. Several buildings in Bath-street had now fallen victims to its fury, and three or four in Lancelot's-hey were now in the midst of it, like stubble. It was like an instantaneous blaze, a conflagration without any beginning, so swift and sudden were its effects. Scarcely was the attention directed to the partial emission of the flames in a fresh spot, before the floors and beams gave way, and the roofs came tumbling in, and the unbroken, universal blaze stretched up to heaven in the pride of its absolute possession."

The cotton in the street took fire about 3 o'clock, and the flames were communicated to the dwellings on the opposite side of the way, forming the two cor-ners of Union-street, spreading the utmost conster-nation among their inhabitants, who barely escaped with their lives, saving little or none of their furniture. About this time the wall of a new warehouse facing the end of Union-street, belonging to Mr. Molyneaux, fell into the street, and buried several persons ander its ruins. One man had been taken out dead. Several persons were seriously injured and carried to the Hospital. Col. Jordon, the inspecting field-officer of the district, was so much injured to the following four decays. jured by the falking of a wall, that it was found necessary to amputate his right leg above the knee. shipping on Princes Dock were several times in imminent danger from the falling flakes. property consumed is calculated at 150,000 pounds, against which there are insurances to the amount of 120,000 pounds.

French Funds, Paris. Jan. 12.—Five per Cents., 100f. 70c.; Loan of 1632, 100f. 75c. 101f. 15c.; Four per Cents., 87f. 60c.; Three per Cents., 72f. 20c.; National Loan, 100f. 80c.; Bank Stock, 486c.

MISCELLANY.

[From Gardiner's " Music of Nature."] ORATORY.

Before knowledge was conveyed by the art of writing, or the use of books, men resorted to an elevated mode of speaking when they had any thing to communicate, in which the common interests were concerned; and as circumstances arose, oratory or public speaking must have prevailed with the ancients more than ourselves. The feelings of a speaker in addressing a large assembly are not those of common life. He is excited by the multitude around him and becomes the focal point of every eye, and every ear. In a situation like this, his assions are roused; nature dictates the tone of voice in which he speaks; and what in erdinary conversation would be expressed in many words, he forcibly depicts by a figure. Oratory is the language of the passions and we 'catch fire by what is kindled in another.' In ordinary speech we distinguish more nicely, and our descriptions may some nearer to the truth; but in oratory we yield to sympathy, what we refuse to description. There is a moving tone of voice, as Mr. Burke observes, an impassioned countenance, and agitated gesture, which affects independently of the things about which they are excited; so there are words which touch and move us, under the influence of passion more than any other. It is this moving tone of voice, than any other. It is this moving tone of voice, and these emphatic words, that constitute the powerful efforts of oratory. It is said of Cessar, when addressing his army, he chose long words for their grandeur. It would have been more correct to say—that he chose sonorous words, those that were full of sound and would fly to the farthest point of his battalion. A powerful voice is one of the first re-quisites of a good speaker, and he will not fail to se the clearest and best parts of it for the drift of his discourse, reserving the extremes for particular effects.

The pitch should be that of a tenor, or middle voice. Mr. Denman's is rich and sombre, but rather too low. Mr. Burke's was, on the contrary, too high—a sort of lofty cry—soaring too much in alto. Clearness and distinctness is an indispensable quali-ty. An indistinct utterance is not only painful to the ear, but causes a great labor of attention, which ought not to be occupied with the words, but the ideas. From the following description of Lord Chatham, the great Pitt, we may conclude that he was an orator of the first description "His voice was both full and clear; his lowest whisper was most distinctly heard; his middle tones were sweet, rich, and beautifully varied. When he elevated his voice to its highest pitch, the House was completely filled with the volume of sound; the effect was aw ful, except when he wished to cheer and animate; and then he had spirit-stirring notes which were perfectly irresistible. He frequently rose on a sud-den from a very low to a very high key (note); but it seemed to be without effort. His diction was remarkably simple, but words were never chosen with greater case. He was often familiar, and even play-ful; but it was the familiarity and playfulness of condescension—the lion that dangled with the kid. The terrible, however, was his peculiar power. Then the whole House sunk before him. Still he was dignified and wonderful, as was his eloquence; it was attended with this important effect, that it impressed every hearer with a conviction that there was something in him finer even than his words; that the man was infinitely greater than the orator." It is important that the tone of voice should invite attention; the finest strains of eloquence, delivered in the same level tone, always fail to produce much effect. Musically speaking he is the best orator, who has the greatest number of tones at his command, who unites the upper and lower voices to his natural speaking voice.

Mr. Kean possesses these qualifications in the He has at his command the greathighest degree. est number of effects—having a range of tone from F below the line to F above it—the natural key of his voice being that of B flat, a note lower than Talma's. His hard guttural tone upon G is as piereing as the third string of a violencello; whilst his mezzo and pianissimo expressions are as soft as from the voice of a woman. He has three distinct sets of tones; as if he occasionally played upon a flute, clarionet, and bassoon, which he uses as the passion dictates. In the scene with Lady Ann his notes are of the most touching and persuasive kind,

ge.

Shuleck. Oh! if I can catch him once upon the

mits a torrent of words in a breath, yet avails him sancy. As it regarded the effects of voice, there self of all the advantages of deliberation. His was more natural eloquence in the prisoner at the pauses give a grandour to his performance, and speak more than words themselve

The French actors know nothing of this music of the voice; their recitation is disagreeably high and chanting. In the year 1822, the writer was present at the play of "Regulus," in Paris, and saw their famous actor Talma, who is certainly a great exception to this remark. The tone of his voice was strikingly clear, sonorous, and beautiful.

In his whisper there was something touching and divine. The character of Regulus, in which he appeared, was evidently interded to represent that of Bonaparte; and at the following expression

Tremblez, tremblez, Tyrans—
the shouts of applause were, if possible, more loud

and uprorious than any thing heard in England.
The voice of Cooke was sharp and powerful, pos essing little variety, and none of the softer inflec-ions. In compass and celerity of vocal motion he was superior to any other orator, which peculiarly adapted him for scenes of villany.

Words lengthen or shorten under the passion with

which they are uttered; in anger, we hurry over

them; in grief, we dwell upon them.

Kemble had a voice of very limited powers, and of a level tone, which, without his talent as an ac-tor, would have interested little. That hollowness so peculiar to him, rather increased than diminished certain effects; as in the character of the Stranger His haggard look, and deep sepulchral tones, which struck awfully upon the ear—' like the croak of night's funeral bird,'—admirably qualified him to depict the workings of a mind weighed down with

sorrow and irretrievable calamity.

So powerfully are we affected by the tones of voice that it is often of more importance to the just representation of character, than any other qualification we may possess. The delicious sweetness and charm ing tone of Miss Murray's voice can never be fer gotten, and the accents of Miss O'Neil, if possible

were more beautiful than herself.

Macready, though an actor of great eminence, possesses but few of those excellencies. His voice is hard and croaking, and though his figure is well suited, his tones belong not to Hamlet. By aiming too much at distinction he incurs a false pronunciation of the vowels, which proceeds from his drawing back too much the corners of his mouth; so that we have scarn, for scorn; go farth, for go forth; harrible! harrible! for horrible! horrible! His sollo vece is more perfect; in the scene where he gives instruction to the players, he is highly natural and pleasing.

A voice adapted to the character is as necessary to the drame, as a particular instrument to the or chestra, to express the idea of the composer.

The great inattentions shown to this often ren ders the character unnatural and ridiculous; as in common life, we meet sometimes a stout athletic man with the piping voice of a child, and a spare, slender creature with the hollow tone of a giant. Why are we so convulsed with laughter at the in-comparable Liston? Perhaps the oddity arises from the junction of his pompous voice with the mean and sonseless character he personates. It is like putting the grave and sententious expression of a Lord Chanceller into the mouth an idiot. This swelling of the words in a dignified character has its due effect; for, as Lord Pembroke observed, Johnson's sayings would not have appeared half so ex

traordinary but for his bow-wow way.

Liston's powers are of the highest order. His more extentsive than any performer upon the stage. be deducted.

These qualifications would have given him the 2. And be it further enacted, That so much of greatest advantages in tragedy; but then the singular, the second section of the act of the 14th of July ity of his performance would have been destroyed. It is this odd union of voice, face, and figure, that renders him so unlike any other actor,—so truly so mic, with a humor so unique, that no one has yet dared to imitate him.

You mock me, mother. Remember. | nothing to do with the invention of the images or But the same voice, which moved with a ruder sentiments; they are furnished by the poet. He has stroke, gave the yell and choked utterance of a sale only to depict them by appropriate voice and ges-

Mr. Burke's oratory was of a sontrary kind, thing could exceed the flow of his language, and the powers of his imagination. At the trial of War-His tones of furious passion are deep seated in the powers of his imagination. At the trial of Warten cheet, like those of the lion and tiger, and it is mastery over these instinctive tones by which he so powerfully moves his audience. At times he volume to darker tones, to clothe the sublime images of his bar when he called upon the lords to save him from the fury of his accusers.

In the pulpit, the want of vocal expression is still more apparent. The preacher is in too great pos-session of the field. The familiarity of the subject and the want of novelty beget a sameness of tone, that wearies the attention and destroys the interest.

As an exception to this remark, we may mention the performance of the Rev. Mr. Irving, at the Scotch church, which is purely a musical exhibition, not a little nided by dress and gesture. His voice is that of a clear sonorous basso of considerable com-

In manner he is slow and reverential, never hurry-ing beyond the time adagio,—carefully using the

right tone for the particular passion.

His prayer commencing with the words, "Almighty and most merciful Father, in whom we live, move and have our being," reminded me of that slow and solemn strain of deep holding notes, gradually seconding, which describes the rising of the moon in Haydn's Creation.

Although the advantages of a musical voice have been fully shown, yet there are speakers of great eminence but little qualified in this particular. As an instance we may mention the extraordinary powers of the late Rev. Robert Hall, of Leicester, whose voice was naturally so deficient in strength, that in a large auditory he was heard with difficulty: yet the stores of his mind and the brilliancy of his conceptions place him in the first rank of orators. His delivery, though feeble, was peculiarly neat and graceful, and when urged by the fire of his imagination, became so rapid that no short hand writer was able to take down his words. The scintillations of his fancy and the flow of his eloquence may be con pared to that of Burke; and as a writer of the English language, he is not surpassed by any one, ancient or modern.

From the earliest state of society to the present time, the power of oratory has been felt and acknow-ledged. In savage states, recently discovered, the chiefs and rulers have obtained their power by the influence of this noble and enthusiastic art; and we may conclude that, as language refines, with grace of action and the pomp of words, its influence will keep pace with the polish of society.

HOME AFFAIRS.

CONGRESS.

The following is a copy of the Bill introduced into the Senate by Mr. Clay, on Tuesday, 12th inst.f:

- A Bill to modify the Act of the 14th July, 1832, and all other Acts imposing duties on imports.

 1. Be it enacted, &c. That, from and after the 20th day of September, 1833, in all cases where duties are imposed on foreign imports by the act of the 14th day of July, 1832, entitled "An act to alter and amend the several acts imposing duties on imports," or by any other act, shall exceed twenty per cent. on the value thereof, one tenth part of such excess shall be deducted; from and after the 30th day of September, 1835, another tenth part shall be deducted; from and after the 30th day of September, 1837, another tenth part thereof shall be deducted; from and after the 30th day of Sep-tember, 1839, another tenth part thereof shall be on's sayings would not have appeared half so exdeducted; and from and after the 30th day of Sepraordinary but for his bow-wow way.

 Liston's powers are of the highest order. His
 coes shall be deducted; and from and after the 30th
 coes dipetto is perfect, and the range of his voice is
 day of September, 1842, the other half thereof shall
- aforessid, as fixes the rate of duty on all milled and fulled cloth, known by the name of plains, keresys, or kendal cottons, of which wool is the only material, the value whereof does not exceed thirty-five cents a square yard, at five per cent. ad valorem, shall be, and the same is hereby repealed. And the often springing from the harmonies of his natural voice, which be elicits with exquisite delicacy. We shall instance the peculiar softness of the following expressions:—

 at the bar, or in the pulpit, oratory has seldom shall be, and the same is hereby repealed. And the voice, which be elicits with exquisite delicacy. We risen to its highest pitch of excellence. There wants said articles shall be subjected to the same duty of the action and business of the stage to keep alive fifty per cent. as is provided by the said second sec

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shall be liable to the same deduction as are prescribed||an equal reduction per centum on all articles, but that

by the first section of this act.

3. And be it further enacted. That until the 30th day of September, 1842, the duties imposed by existing laws, as modified by this act, shall remain and continue to be collected. And from and after the day last aforesaid, all duties upon imports shall be occilected in ready money, and laid for the purpose of raising such revenue as may be necessary to an economical administration of the government; and for that purpose shall be equal upon all articles according to their value, which are not by this Act declared to be entitled to entry subsequent to the said 30th day of September, 1842, free of duty. And, until otherwise directed by law, from and after the said 30th day of September, 1842, such duties shall be at the rate of 20 per cent. ad valorem.— And from and after that day all credits now allowed by law in the payment of duties, shall be, and here by are, abolished: Previded, That nothing herein contained shall be construed to prevent the passage of any law, in the event of war with any Foreign Power, for imposing such duties as may be deem by Congress necessary to the prosecution of such

4. And be it further enacted, That, in addition to the articles now exempted by the existing laws from the payment of duties, the following articles import-ed from and after the 30th day of September, 1833, and until the 30th day of September, 1842, shall also be admitted to entry free from duty, to wit: Bleached and unbleached linens, manufactures of silk, or of which silk shall be the component material of chief valume, coming from this side of the Cape of Good Hope, and worsted stuff goods, shawls, and other manufactures of silk and worsted.

5. And be it further enacted. That from and after the 30th day of September, 1842, the following articles shall be admitted to entry free from duty, to wit: unmanufactured cotton, indigo, quicksilver, opium, tin in plates and sheets, gum arabic, gum enegal, las dye, madder, madder root, nuts and berries used in dying, saffron, tameric, woad or pattel, aloes, ambergris, Burgundy pitch, cochineal, camomile flowers, ceriander seed, catsup, chalk, coculus indicus, horn plates for lanterns, or horns other horns and tips, India rubber, manufactured ivory, juniper berries, musk, nuts of all kinds, oil of juniper, manufactured rattans and reeds, tortoise shell, tin foil, shellac, vegetables used principally in dyeing and composing dyes, weld and all articles employed chiefly for dyeing, except prussiate of potash, chromate of potesh, aquafortis and tartaric acids, and all other dyning drugs, and materials for

composing dyes.
6. And be it further enseted, That so much of the act of the 14th July, 1832, or of any other act, as is inconsistent with this act shall be, and the same is hereby repealed: Provided, That nothing herein contained shall be so construed as to prevent the passage, prior or subsequent to the said 30th day of September, 1842, of any act or acts from time to time, that may be necessary to detect, prevent, or punish, evasions of the duties on imports, imposed by law.

Wednesday, Feb. 13-In SENATE.

Mr. Webster submitted the following resolutions,

which lie on the table one day of course.

Reselved, That the Annual Revenues of the country nught not to be allowed to exceed a just estimate of the wants of the Government: and that as soon as it shall be ascertained with reasonable certainty that the rates of duties on imports, as established by the Act of July 14, 1832. will yield an excess over those wants, provision ought to be made for their reduction, and that in making this reduction, just regard should be had to the various interests and opinions of different parts of the country, so as most effectually to preserve the integrity and harmony of the Union, and to provide for the com-

mon defence and promote the general welfare of the whole. But whereas it is certain that the diminution of

the rates of duty on some articles would increase, instead of reducing the aggregate amount of revenue collected on such atticles as it has been the policy of the country to protect, a slight reduction on one might produce essential injury, and even distress to large classes of the community, while another miglu bear a large reduction, without any such consequences; and whereas also, there are many artiples, the duties on which might be reduced, or alto-gether abolished, without producing any other effect than the reduction of revenue : Therefore

Resolved, That in reducing the rates of datios imosed on imports by the Act of the 14th July afore aloud by the tellers. The following is the official said, it is not wise or judicious to proceed by way of result:

as well the amount as the time of reduction ought to be fixed, in respect to the several articles, distinctly, having due regard, in each case, to the ques-tion, whether the proposed reduction will affect revenue alone, or how far it will operate injuriously on those domestic manufactures hitherto protected especially, such as are essential in time of war, and such also as have been established on the faith of existing laws; and above all, how far such proposed reduction will affect the rates of wages, and the sarnings of American manual labor.

Resolved, That it is unwise and injudicious, in

regulating imports, to adopt a plan hitherto equally unknown in the history of this Government and in the practice of all enlightened nations, which shall, either immediately or prospectively, reject all discri-mination in articles to be taxed, whether they be articles of necessity or of luxury, of general consumption or of limited consumption, and whether they be or be not such as are manufactured and produced at home; and which shall confine all duties

o one equal rate per centum on all articles.

Resolved, That since the people of the United
States have deprived the State governments of all
power of fostering manufactures, however indispen cable, in peace or in war, or however important to national independence, by commercial regulations, or by laying duties on imports; and have transferred the whole authority to make such regulations and te lay such duties to the Congress of the United States; Congress cannot surrender or abandon such power compatibly with its constitutional duty; and, therefore.

Resolved. That no law ought to be passed on the subject of imposts, containing any stipulation, express or implied, or giving any pledge or assurance, direct or indirect, which shall tend to restrain Cons from the full exercise at all times hereafter, of all its constitutional powers, in giving reasonable protection to American industry, countervailing the policy of foreign nations, and maintaining the substantial independence of the United States

The resolutions were read, and on motion of Mr

Dallas ordered to be printed.

The bill to modify the Act of July 14, 1832, and all other acts imposing duties on imports, was read econd time.

The motion to refer the bill to the Committee on Manufactures was lost,—ayes 12 noes 26.

The motion to refer it to a Select Committee,

as then egreed to, without a division.

The bill to continue the Cumberland Road from Vandalia, Illinois, to Jefferson in the State of Missouri, was read a third time and passed.

The Act to amend an Act suplementary to an Act, entitled an Act for the relief of certain surviving officers and soldiers of the Revolution was consider-

ed, read a third time and passed.

Mr. Robbins, from the Committee on the Library reported a bill to authorize a contract for a bust in marble, of the late Chief Justice Ellsworth, which was read and ordered to a second reading.

The act making appropriation for the naval service for the year 1833, was read twice, and referred to the Committee on Finance.

The Chair called the special order.

Mr. Peindexter reminded the Senate, that at one o'clock, they would have to proceed to the House of Representatives, to count the votes for President and Vice President, and moved to lay the special or-

der on the table. The motion was agreed to.

Soon after a message was received from the House
of Representatives, informing the Senate that the House was ready to proceed to count the votes for President and Vice President, whereupon the Senate proceeded to the House, and on their return, journed to meet at five o'clock in the evening.

HOUSE OF REPRESENTATIVES. Mr. Polk, from the Committee of Ways and Mean reported a bill authorizing the Secretary of the Treary to sell at the market, and not less than the pa value, the Government Stock in the Bank of the U nited States. Rejected, 102 to 91.

Election of President and Vice President.

At one o'clock, the two Houses met in the Hall of Representatives, to count the votes for Presid and Vice President, of the United States, for the

term of four years from the 4th of March next.

Mossra. Grundy of the Senate and Drayton and Hubbard of the House of Representatives, teller

The President of the Senate opened the ballots commencing with the State of Maine, when they were exemined, and the certificate of the vote read

	For	PRE	SIDI	ENT.	Vie	er P	RES	DEN	T.
States.	Jackson.	Cley.	Floyd.	Wire	V.Buren	Bergeant	Willdas	3	Ellmakr
Maine	10		-		19	_			
New Hampshire.	7	••	•••	••	-3	••	••	••	••
Massachusetts	• • •	14	•••	••	•	14	••	••	••
Rhode Island	•••	74	•••	••	••	-74	••		••
Connecticut	••	8	••	••	•••	8	••	•••	••
Vermont	::		••	7	••	•	••	••	•:
New York	42	••	••	•	42	••	••	••	7
New Jersey	8	••	••	••	. 8	••	••	••	••
Pennsylvania		• •	••	• •		••	••	• •	••
Pelamere	30	•:	••	••	••	•:	30	••	••
Delaware	-:	3	••	••	•:	3	••	••	••
Maryland	3	5	• •	••	3	5	••	••	• •
Virginia	23	••		••	23	• •	••	••	• •
North Carolina	15	••	••	••	15	••	••	••	• •
South Carolina	• •	••	11	••	• •	••	••	11	• •
Georgia	11	• •	••	• •	11		• •		
Kentucky	• •	15				15			• •
Tennessee	15	••	••	••	15	••	••	••	
Ohio	21	••		• •	21	٠.	• •	••	
Louisiana	5	• •			5	••			
Indiana	9				9				
Mississippi	4	• •	٠		4	•••			
Illinois	5				5				
Alabama	5				7				- •
Missouri	4				À	•		•	
								-	
	219	49	11	7	189	49	30	11	7

Only 286 votes were returned, two having be lost from the siekness of the Electors, or other ac-cident. The majority for Jackson was declared to

The President of the Senate then pronounced the sult, when the Senate retired to their Chamber.

The House then adjourned.

(Reported for the Journal of Commerce.) Thursday, Feb. 14-In SENATE.

Mr. Smith from the Committee on Finance, re-perted the Bill from the House making appropria-tions for the Naval Service of the United States, for the year 1833.

Tariff Resolutions.

The Senate proceeded to the consideration of the resolutions which were yesterday submitted by Mr. Wabster

After the resolutions were read.

Mr. Webster said that it had, for some time, been his wish to express his opinions on this interesting subject, in the form of resolutions, and to follow them subject, in the form of resolutions, and to follow them up with a few explanatory remarks. He was willing to say now what little he intended to say, but he was unwilling to interrupt the progress of the bill which, by a standing order, was to be called up at 12 o'clock. If the gentleman (Mr. Rives) who proposed to occupy the floor to-day on that subject, was now ready to proceed, he would postpone his remarks on the subject of the resolutions until to-

Mr. Rives was prepared, he said, to proceed now, if such was the pleasure of the Senate, or to suspend his observations until after the Senator from Massa-chusetts had been heard.

The Resolutions were then laid on the table, with general consent, and at a quarter before twelve the Special Order was called up, being the Revenue Collection Bill.

Mr. Rives, of Virginia, took the floor, and after a modest exordium, in which he alluded to the embarrassment under which he labored, as a stranger to this body, almost a stranger in his own country, though in feeling he had never been separated from it,—and a total stranger to the new doctrines which it,—and a total stranger to the men bearing his absence had sprung up in the country during his absence the question, upon the fi he went on to examine the question, upon the fun-damental principles of the Constitution, which are deeply rooted in the mind of every citizen. The new doctrines which he had heard from members of this body, went, he said, not to a single portion or principle of the Constitution, but to the whole frame and structure of our Government-to its very existence. He begged leave to state, in the outest, that no one was more opposed to the policy of the protective system than himself. He had often raised his voice against it in the address. voice against it in the other House, as a system unjust, and in its operation unequal.

Mr. Rives concluded his remarks at three o'clock, when the Senate took a recess till five o'clock.

Half past Five.
Gen. Smith is speaking in the Senate, but will not speak long.

Mr. Calhoun has just remarked that he will speak to morrow, if the Senate will adjourn. But it is doubtful whether the majority wil consent to an adjournment. There is some disposition to push the bill to a third reading.]

House of Representatives.

Several unimportant resolutions were submitted and adopted.

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[From the Globe of Saturday.] Analysis of Friday's Proceedings .nate, Mr. Smith, from the Committee of Finance, reported a bill authorizing the Secretary of the Treasury to place at interest the money received under the late Convention with France, until the claims thereto shall be settled. Mr. Robinson presented memorials of the Legislature of Illinois, roletive to certain Land Offices in that State, and to the duty on Lead.

Mr. Ruggles presented the memorial of the I gislature of Ohio relative to the boundary line between that State and the Territory of Michigan. gislature of Several other memorials were presented. On mo tion of Mr. Smith, the Senate took up the bill making appropriations for the Naval service for the year 1833; which, after being amended agreeably to the Report of the Committee, was passed. Several other bills of the House passed stages. At 12 o'clock the Senate took up the Special Order, the bill further to provide for the collection of duties on imports.

Mr. Calhoun addressed the Senate in opposition to the bill, and in justification of the course of South Carolina, nearly two hours; when complaining of a slight indisposition, he gave way to a motion by Mr. Webster to lay the Special Order on the table, which was agreed to. The Chair laid before the Senate communications from the Secretary of the Treasury accompanying statements of the Foreign Commerce of the United States and various other statements prepared in pursuance of law. Various private bills ed stages, when the Senate adjourned.

In the House of Representatives, after the trans action of unimportant morning business, the House resumed the balloting for Printer, as follows:

	lith	12th	13th	14th
Gales & Seaton,	91	94	93	99
F. P. Blair,	90	91	90	94
Duff Green,	7	3	2	1
Condy Raguet,	5	5	2	2

Gales & Seaton, having received a majority of all the votes, were duly elected Printer to the House the 33d Congress. The House then adjourned.

Saturday, Feb. 16 .-- IN SENATE.

Mr. Kane presented a petition from the Presider Union College, Illinois, praying for a grant of land .- Referred.

Mr. Smith from the Committee on Finance, ported a Bill to amend an Act entitled an Act to amend the several Acts imposing duties on imports passed July 14, 1832, which was read, and ordere a second reading. [The amendment proposed by this Bill relates merely to certain manufactures of etills chiefly.]

At 20 minutes before 12 o'clock, the Senate re numed the consideration of the Special Order, being the "bill further to provide for the collection of

duties on imports."

Mr. Calhoun resumed his remarks in opposition to the Bill. He took a wide survey of the theory of Confederated Governments, as illustrated by History, ancient and modern; attempted to show that they were the only safe governments; that they had all been destroyed by the attempts made to concentrate and consolidate the powers reserved to the individual States; that a Government founded on majorities must necessarily lead to despotism, for it could have no limitations of power. He made much use, by way of illustration, of the History of the Ten Tribes of Iarael, and it really seemed to stand him in very good stead. He traced the causes of their separation with a masterly hand, and showed that they were analogous to those causes which threaten our Union. The correctness of his theory he subjected to the test of the powers of analysis and combination, which, he said, God had bestewed upon man to enable him to ascertain moral and political truths with as much certainty as, by the same powers, he he could display the solar system, or the earth upon which we tread. He could demonstrate, by the application of his theory to the circumstances in which we are placed, that our form of government, as now understood and administered, must end in the gov-erament of one man. This day we had come hierament of one man. This way we have some any ther to try the question whether there were any indications to our government or not. From this limitations to our government or not. point, Mr. Calhoun proceeded to apply his princi-ples, immediately, to the present state of things in this country. He appeared to be unwell, during the whole speech, and once or twice, he requested indulgence while he paused for a moment; and finally, he closed his remarks, hastily and prematurely, from physical inability to proceed. The effort was better than that of yesterday.]

Mr. Webster followed and spoke till the hour ap

pointed for the recess, 3 o'clock. He spoke, not so much in reply to the speech just delivered, as in opposition to the South Carolina doctrines, as he ascertained them from the Resolutions recently submitted by the Senator from South Carolina, and his several speeches in relation to the message and the bill.

An adjournment instead of a recess, was tendere to Mr. Webster, but, considering, he said, the press ing nature of the Bill, he was unwilling to delay it for his own convenience, and he would therefore prefer to finish what he wished to say, this evening.

At 5 o'clock, he will resume his speech. There will be no question taken to-night, for Mr. Calhoun

is to reply to Mr. Webster at length next week.

P. S. Half past 8.—Mr. Webster has just finished his argument in reply to Mr. Calboun, and in oppo sition to the South Carolina dectrines. He spoke altogether over five hours. His peroration elicited loud and universal demonstrations of applause from the galleries and privileged seats on the floor. galleries were immediately cleared by order of the Chair.

Mr. Poindexter took the floor for Monday. HOUSE OF REPRESENTATIVES.

The House, on motion of Mr. R. M. Johnson went into Committee of the Whole on the State of the Union, Mr. Taylor in the Chair, upon the fol lowing bills:

A bill making appropriations for support of the Army, for the year 1833.
 A bill making appropriations for the Indian

Department for the year 1833.

3. A bill making appropriations for the Enginee and Ordinance Departments, for 1833. 4. A bill making appropriations for the erection o

certain fortifications 5. A bill in addition to an Act for the gradual in

rease of the Navy. 6. A bill for the more perfect defence of the fron

tiers: and 7. A bill extending the session of the Legislativ

Council of Michigan.

The Committee rose and reported the foregoing bills to the House with various amendments. amendments to the first, second and fifth bills were concurred in, and they were ordered to be engrossed and read a third time. The other bills were laid on

At an early hour, the House adjourned.

[The adjournment took place at ten minutes before 2 o'clock—one third of the whole sitting having been occuping in taking the yeas and nays on mo-tion te adjourn. The proposition to adjourn began to be pushed the moment the House reached the special order—The Tariff Bill, and they were not discontinued till they had prevailed. Here is an other evidence, if evidence were wanting, that the House is reluctant to touch the Tariff at all, and have no wish or intention to act on the subject, at this session.

[Reported for the Journal of Commerce.] Monday, Feb. 18-IN SENATE.

The Bill further to provide for the collection of duties on imports, was taken up. Mr. Poindexter, who was entitled to the floor was unable to proceed from indisposition.

House of Representatives

Mr. Polk, from the Committee of Ways and Means, reported a bill authorizing the sale of the shares owned by the United States in incorporated Canal Companies, which was read twice and re-ferred to a Committee of the Whole on the State of the Union.

A number of Private Bills were read a third time and passed.

At one o'clock the House resumed the considers tion of the Tariff Bill, (Mr. Verplanck's.)

The question was then taken upon the amendment reported by the Committee of the Whole, which proed to strike out \$25 as the rate of duty for every \$100 worth of blankets, and insert \$35 with a gradual reduction so as to leave the rate in 1836 at \$20, and thereafter at \$15 permanent, which was decided in the affirmative; Yeas 114, Nays 68.

The amendment striking from the bill "ready made clothing," so as to leave the duty as by the Act of 1828, was concurred in—Yeas 100, Nays 75.

The amendment which provided that the duty woollen manufactures generally should be \$40 for every \$100 value thereof, until 4th March, 1834, and thereafter a gradual reduction, so as to leave the duty permanent after 1836 at \$25, was concur-red in—Yeas 104, Nays 73.

The amendment inserting a duty of two per pound on raw cotton, was concurred in,-96 to

The amendment fixing the duty on fossil and mineral salt, at one third the rate of duty on salt, was concurred in.

Half past three e'clock .- The House are going on with questions on the amendments.

Tuesday-In SENATE.

Mr. Clay, from the Select Committee to which was referred the bill to modify the several acts imosing duties on imports, reported the bill with various amendments.

Mr. Clay stated that he was also authorised to say hat at a proper time another amendment would l offered on the subject of the valuation of goods, which would be calculated to conciliate the conflict. ing opinions which had prevailed in reference to that point. He was happy to say that although there was so short an interval for the action of the two Houses on this bill, the Committee entertained strong hopes that it would be found practicable to some accommodation of this question before the close of the present session. He was directed to move that the amendments be printed, and further to move that the bill and amondments be made the special order for to morrow, with the understanding that if the measure now pending before the Senate should not be disposed of by that time, the bill now reported would not be pressed to interfere with that discussion.

The amendments were then ordered to be printed, and the bill and amendments were then made the special order for to-morrow.

The Senate being about to pass to the third read-ing of the bill to provide further for the collection

of the duties on imports,

Mr. Calhoun said, that as there seemed to be a desire to press this bill to its passage to-day, in order that the Tariff might be taken up to-morrow, and as he was desirous to he heard on the re-solutions which he had offered in reply to the Senstor from Massachusetts, he would now meve the Senate to take up the resolutions with a view to make them the order of the day for Menday next-

The motion being agreed to, the resolutions were taken up, and made the order for Monday sext.

LEGISLATURE OF NEW YORK.

Thursday Feb. 14 .- In SENATE. Mr. Bronson, from the finance committee, to whom was referred so much of the Governor's Message as relates to the finances of the state made a long report on that subject, in which the committee ex-pressed a decided hostility to the bill now before the senate for the construction of the Chenange Canel. The report concluded with the introduction of a bill authorizing a tax of one mill on the dollar on the inhabitants of this State for the term of two years.

Mr. Dodge, one of the committee of finance, stated that it was perhaps proper for him to say that the report just submitted, was that of the majority of the committee and not its unanimous report. He agreed with so much of it as relates to internal imovements, but dissented altogether from that part of it which recommends a direct tax. There were abundant sources of revenue without resorting to such a measure.

> In SENATE--Tuesday.

The Senate resolved inself into a committe of the whole, on the bill for the construction of the Chenango Canal. The discussion of which eccupied the remainder of the day.

Mr. CLAY .- A letter has just appeared in the Georgia papers, bearing date the 12th January, written by Mr. Clayton, a member of the House of Representatives from that State, in which he gives his views of the then aspect of affairs at Washington. With these we do not mean to trouble our readers; but the following extract of a letter, written more than a mouth ago, respecting Mr. Clay's probable course, atrikes us as significant.

Clay has been heard to say, he is under no obliga-tion to the manufacturers, for he considers that they deserted him in the late election, and therefore, it is thought, he is keeping back with his friends to come in as a mediator, in the way he settled the Missouri question. Strong expectations are entertained that be will, at a proper time, throw in a project that will harmonize the conflicts of the times. All this, The amondment fixing the rate of duty on manu however is more conjecture, for he hoops himself the turns of cotton was concurred in without a count. Very much received indeed.



STIMMARY.

Two Postwarter General, it appears, has detered so to accelerate the pace of the mails, that the Washington papers shall be delivered here within twenty-four hours of their publication .-The mail is to leave Washington at midnight, arrive in Baltimore in time for the steamboat, which reaches Philadelphia about two o'clock, and thence an express is to be despatched for this city. The arrangement goes into effect, it is understood, from this.day. The credit of it should be given, as it belenge, to the Journal of Commerce.

Frag.-The Columbian Steam Sawmill, corner of Tenth avenue and Sixteenth street, owned by Wm. M. Johnson, Esq., and occupied by James Brown & & Co., was totally destroyed by fire this morning about six o'clock. The mill cost the owner about \$10,000, on which there was an insurance of \$2500. The occupants had no insurance; their loss is about \$1200. The fire is supposed to be the work of an incendiary, as the mill had not been occupied for the last six weeks.

COLLECTION IN ST. THOMAS'S CHURCH.-The Ser mon of Bishop M'Ilyaine, in St. Thomas's Church on Sunday evening, well sustained the high reputa-tion which that gentleman enjoys for effective pul-pit eloquence. If other evidence than a newspaper ertion of the fact is required, it may be found in the fact, that the collection received, amounted to the handsome sum of your hundred and twenty SIX DOLLARS AND TWENTY-SEVEN CENTS .- [Com.]

Snow-balling and Steighing.--Broadway was in continual uproar on Saturday from the animation called out by the first good snow this season.— Sleighs of every possible shape and description, were continually durting to and fro, and more than one accident occurred from their collision. In one instance, a pair of heree attached to a sleigh in Broad-way, broke from their harness, and started off at a furious rate—one of them taking the West sidewalk of that street, and overturning every thing in his way. When near St. Paul's Church, a little child who was passing at the time, received a se ent in the head from a flying trace, and a gentleman mear, was knocked down. The child was immediate. ly carried to Chilton's drug store, where the wound was dressed. Another pair of horses broke from a sleigh in the Bowery, and running furiously along the sidewalk near Hester street, struck against the bow window of a grocery store, and completely de-streyed it. The shoulder of the animal was much lecerated, and he continued running for a short distance further, leaving a track of blood-[Standard.]

We are sorry to see by the following paragraph from the Mercantile, that the novelty of the occasion hurried the spirits of seme beyond the bounds of

propriety.

About one o'clock a mass of men and boys mounting, says our informant, to four or five met in Broadway, between Anthony and mndred-Pearl streets, and commenced a regular attack, with snew balls, upon the sleighs that were passing, with eut respect to either ex or age. One sleigh in par-ticular, containing three ladies, two girls, a gentle-man and the driver, were so completely covered with the broken fragments of these missiles, that they presented more the appearance of a snow bank than of human beings. It was not long, however, before Justice Wymen sent his officers among them. sen several were arrested and held to bail, in \$100 sch, for their appearance at the next session.

New-ORLEANS, Jan. 28.—Yesterday, two men calling themselves John Higgins, and John McDer. mitt, were detected in placing pieces of wood upon the rails, on the most unfrequented part of the Railroad. The train of cars being under great way, they expected to make good their retreat; but the engineer brought up handsomely, and the two gentlemen were taken on board by the passengers.— They have been delivered into the hands of the law They have been delivered into the hands of the law. We think this will prove a warning to others, for we understand that the engineer has been compelled to bring up. on several other occasiocs, in order to remove the obstructions maliciously placed on the ways. The offence is punishable by imprisonment for one year, and a fine of one thousand dollars.—
Louisia ma Adv.]

eral of this State, vice Gen. John A. Dix, pro-

MOST MELANCHOLY.—Double Suicide.—Yester-day morning, (says the Beston Transcript of Tues-day) the bodies of Mr. John Carter and Mirs Mary Bradlee, were found suspended in the first chamber of her father's (Mr. Samuel Bradlee's) stere, on Washington street. They were hanging, each in a handkerchief, tied to the same rope, and fastened to the hook of a scale-beam. They had mounted on Journal, relates the following interesting circumtwo chairs, and it appears that Miss B. being short-er than Mr. Carter, they placed a box on her chair to elevate her to his height. It would seem that they had embraced each other, and then pushed away the support, as they were found hanging in close contact, face to face.

Mr. Carter served his apprenticeship with Mr. Bradlee, and lef him about three years since for N. leans, where he entered into business. Mr. Bradlee wrote to him some time last summer, requesting him to return and enter his store as an assistant in his business, offering him favorable terms. Mr. Car. ter returned, took his post and renewed a former intimacy with the daughter, to whom he was generally admitted to be restructed, and accompany her accordingly. Mr. Bradier used accompany her accordingly. Mr. Carter entered into an unsuccessful negotiation to purchase the stock and stand," with a view to immediate marriage. Not being able to accomplish his wishes, he resolved to return to New-Orleans and reasew his business there. Miss Bradles was anxious to accompany him, but her parent's refused their consent. The lovers were rendered mutually unhappy, and in an hour of madness resolved to terminate their ex-The result we have told.

They left Mr. Bradlee's house yesterday after-soon, under pretence of going to Trinity Church. Their parent's worship at Mr. Pierpont's church. No alarm was felt for the absence of Miss Bradlee, as she was in the habit of accompanying Mr. Carter to his father's house, and often remained there over night with his sister. There are du to the store, one of which Mr. Carter us There are duplicate keys

When the lad, whose duty it is to open the store went there this morning, he he found that by in-serting his own key, he knocked out the other, which was on the ineide. On entering the store he found Mr. Carter's cloak on the counter, and thought all was not right, but did not go into the chamber, where the bodies were found, until some Mr. Carter lest two letters, one directtime after. ed to his father, the other to Mr. Bradlee; Miss B. left one directed to to her father, and all three were

enclosed in one package.

Mr. Bradlee is truly a bereaved and heart broken But a short time since, his son and partner died of consumption; and last summer he lost anether child by the parting of a wheel tire, as she was looking out of a carriage window in which they

were returning from the country.

A coroner's jury was immediately summoned and an inquest held upon the bodies of the deceased.— Their verdict was that they came to their death by

hanging themselves by the neck, by mutual agree-

One of the news carriers states that about one o'clock, yesterday morning, he heard, as he was passing the store of Mr. Bradlee, the sound of voices within, and saw a light in the second story of

PENSACOLA, Fob. 1 .- Loss of Brig Mary M: Donald. On Tuesday night last during a very severe wind from S. by W. the English Brig Mary McDenald. from S. by W. the English Brig Mary McDenald. Captain Wallace, was drove ashore on Santa Rosa Island, near this place. She was beund from Porto Cabello to Mobile with a cargo of Copper Ore. In a conversation with the Capitain this morning, we learn that nothing will be saved except her sails and rigging, but that no life was lost.

NEW-BEDFOED, Feb. 16.—Distressing Accident.

—Yesterday morning between 10 and 11 o'clock, as

Mr. William Russell, Jr. one of our most enterprising citizens, was in his grist-mill explaining to a person the nature of some improvement he had been making in his machinery, the skirt of his cost was caught in the cogs of the wheels and he was drawn in and crushed immediately to death. The accident was so sudden that the person with him was unaware of Herald says;—Would any of the gay gentry of these any thing extraordinary having occurred, until he parts deem themselves honored and above their fellows the same of the light fantastic toe" with looked around and saw the lifeless body mangled in lows, had they "tripped the light fantastic toe" with a shocking manner. Not a groan was heard, the deproyalty? There is at this very moment, while I parture of life was so instantaneous. Mr. R. was inswrite, a female easting coal into my celler, (the wife

Fire at Salisbury, N. C .- The Western Carolinian, printed at this place, says, under date of the 4th inst. "On Monday night last, all that part of Concord st. between the Court House and the Tavern of Mrs. Mahan, was consumed by fire. We have not yet learned all the particulars of the fire.

stance

"A short time ago, in the vicinity of Smithville, a negro man (Joe, the property of old Captain Brown.) went to the house of a Mr. Daniel Bennet, in his absence, with the intention of committing an assault. Mrs. Bennet was in the house when he entered, and he made known his intentions to her. She immediately rose up, when he threw his arms around her; she however by her exertions got rid of him for a moment, when he went to a large crack in the house to see if any person was approaching. While he was in this position, she seized a gun which was loaded with buck-shot, and shot him dead on the spot. She immediately communicated to her neighbors what she had done. A Coroner's Inquest was held, when she appeared before the Jury and swore that she had done the deed, and why she did it."

The ambassador of Virginia, Mr. Leigh, has declined to be considered "the guest" of the city of Charleston, and also the public dinner offered him. He was about to return to the nation of Virginia. The Telegraph, in reference to this mission, says, on the authority of private letters, that the Convention of South Carelina would be reassembled soon after the adjournment of Congress,-about the 9th of March, probably,-in order to answer Virginia.

A correspondent of the Norfolk Beacon, writing from Charleston under date of the 5th, says:

A gentleman has just informed me that an attempt was made yesterday to administer the Test Oath to the City guard, but every one refused to take it; con, sequently, they were all discharged, and the City guarded last night by a volunteer company.

An inquest was held yesterday, at Whitehall, on the body of Wm. Brown, a foreigner, aged about 30 years. Brown was one of the hands of the newssont Eclipse. In attempting to go on board the schooner on Friday evening, he fell in the water in Counties Slip, and before any assistance could be rendered, was drowned. His body was taken out of the water yesterday morning.—[Mercantile.]

Fire at Baltimore. BALTIMORE, FEBRUARY 14.-This morning, about 2 o'clock, the large building corner of Baltimore and Calvert-street, occupied in the upper stories by Peale's Museum, was discovered to be on fire. The Fire Companies succeeded in extinguishing the flames in season to save the lower art of the building, but the Museum was very badly injured. From the articles composing it and the injured. From the articles composing it and the situation is which they were placed, it could hardly be otherwise. A very complete collection of anatomical figures in wax, valued at \$10,000, were among the curiosities of this collection, and were badly, if not ruinously injured.

The following particulars are from the Baltimore
Patriot of Thursday evening:

Before the fire was got under the first and second stories were burnt out, and from the great masses of water thrown into the edifice, much damage has

been done to the other parts of it.

The occupants of the first, or ground story, have received no injury by the fire—but PEALE'S MU-SEUM, which filled all the upper rooms, is nearly, if not quite destroyed. Many, however, of the most valuable Paintings, were taken out and secured.

We should suppose that not less than \$10,000 would cover the loss on the building and perhaps \$7000 on the Museum. Insurance more than amply to cover both, we learn, have long since been effected at the Baltimore and the Firemen's Insurance

It is hoped this calamity will afford another incentive to diligence and care, in examining the roofs of houses whenever a chinney shall have been on fire.—[Correspondence of the Journ. of Com.]

Reverse of Fortune .- The Sunderland, England, Lowi Hubbell, of Canandaigus, Ontario county, the 68th year of his age, and was respected by all of a naval officer deceased) who once danced with the beam appeinted by the Governor, Adjutant Gen, who knew him.

are a series of resolutions adopted by this State, set. this Memoir to our readers. It is the first authentic ting forth the advantages that would accrue to her account we have had of the disposition, habits, edufrom a cession by Maryland of all the Eastern shore. cation and talents of young Napoleon; and com-The Baltimore American thus comments on these piled as this is from official documents and personal resolutions .

Delawarean sovereigty is as true an entity as South Carolina sovereignty—and the notion "swells her." The 'giant' heart expands, and her body feels keenly the fetters which keep down the 'magnanimous' spirit of a 'sovereign' state—a 'nation' which, as has been assumed by Gov. Hayne of South Carolina, has the right to do all acts which any prince, potentate or power,' may of right do. So large a pretention ought to be sustained by at least some show of strength, even if it be not an army of twelve thousand volunteers. She has therefore cast longing eyes upon the territory of her neighbors;quires a frontier worthy of her sovereignty, and the Chesapoake Bay is her Rhine, and th astern Shore of Maryland, what Belgium is to France-except that France is vastly more large and populous than Belgium, while Delaware is stretching her hand over a territory twice as large and containg ene-third more population than herself. The modesty of the proposal, we suppose, is to be attributed to the magic of that word sovereignty. which makes the three counties on the Delaware shore entitled to call upon the eight counties on the Chesapeake shore to come to them. But for that, we might suppose the more natural proposal would be for Delaware to abdicate her sovereignty and throw herself and her population into the arms of We are very sure that strong arguments Maryland, might be advanced for such a course, and among the strongest, that it would obtain for us in Mary-land, what we so much need, a new and republican

Seriously speaking, the proposal is an extraor-dinary one, involving a number of curious questions of constitutionality and expediency. Of the mo-tives with which it is made, there are diverse opin-ions, but of the manner in which it will be received, there can be no doubt. It is too sudden and unthought of by the people, to be entertained now, even if the advantages were many and more obvious than our neighbors of Delaware can without doubt make them appear.

Girard College.—At a joint meeting of the Select and Common Councils of the City of Philadelphia, held, according to Ordinance, on Monday, the 11th of February, 1833, the following named persons were elected :

Directors of the Girard College.

- 1. Nicholas Biddle.
- George B. Wood, M.D.
- 3. Thomas M'Euen, M. D. Wm. H. Keating,
- 5. Richard Price.
- 6. Benj. W. Richards, 7. Thomas Dunlap,
- Charles Bird,
- 9. Joseph M'Ilvaine, 10. George W. Toland.
- 11. John M. Keagy, M. D. 12. Wm. M. Moredith,
- 13. Algernon S. Roberts,
- 14. Capt. John Steele,
- 15. John C. Stocker.

As soon as the election was completed, the Clerks of the Select and Common Councils divided, by lotthe names of the persons chesen, into three classes of five each, according to the preceding arrange--the first FIVE, to serve ONE YEAR, the second to serve two YEARS, and the third to serve THREE YEARS.

NEW-YORK AMERICAN.

FEBRUARY 16, 15, 19, 20, 21, 22-1833.

LITERARY NOTICES

LE DUC DE REICHSTADT : Notice eur la vie et le mort de ce Prince redigée à Vienne, sur des documens authentiques : par M. DE MONTBEL, ancien Ministre du Roi Charles X.: à PARIS, Le Normant. A life of the son of Napoleon, the King of Rome the heir of the mightiest empire of modern days, written in Vienna by an exiled minister of Charles X. may certainly be ranked among the curiosities of literature. As such, and from the intrinsic interest | we think, in a favorable light :

STATE OF DELAWARE.--We published some days [] of the subject, we propose to say a few words about intercourse with these who lived in the familiar cir. cle and intimacy of the Prince, it is undoubtedly authentic. "It belonged," says the Preface, "to a Frenchman driven by the tempest to Vienna, to gather up there recollections in which France has an interest. Wandering upon the shores of Egypt, it was an old Roman soldier who collected the ashes of Pompey." The analogy of the two cases is near enough to be striking; and though not French, we overwhelming reverses, and so short and painful a afforded by the physiognomy of the young Prince, and the general impression derived from public report, of his kind and amiable qualities; but in other particulars—especially as to his education—it dissipates much of false rumor circulated during the life time of this "son of the man." Instead of being neglected in his studies, or confined to particular branches, and kept carefully, as was supposed, in ignorance of the career of his father, he was it appears initiated into all the departments of knowledge: and as to the history of France, before and since the revolution, and under the Consulate, the Empire and the Restoration, there was no work in whatever spirit written he did not read. His predominant taste was military; his passion was for war; and every battle, every campaign of his warrior sire was familiar to him in all its details. The political character of Napoleon, his faults and achievements as statesman, were examined and laid open for him by Metternick, who was especially charged by the Emperor of Austria with that duty. "I desire," said the Emperor, "that the Duke should respect the memory of his father; that he should take example by his great qualities, and learn to distinguish his faults in order to avoid them, and be on his guard against their fatal influence. Speak to the Prince of his father as you would wish to be spoken of to your son: conceal not from him, therefore, any thing that is true, but teach him to honor his memory." Owing to the peculiarity of his position, the unsettled state of Europe, and his own aversion to be the object of intrigues, as well as from his youth, he lived retired in the midst of the imperial family. His mother he did not see from the time he was four years old till she came to close his eyes at twenty.one. For the Emperor Francis he had both respect and affection, and was in turn tenderly beloved by him. To his governor, tutors, and young companions, he ondeared himself very much by his truth, sincerity, and gentleness. Of perception not naturally quick, he accomplished by perseverance and attention more than those of readier intellect—but his physical power was unequal to the aspirations of his spiritand he was restrained by the solicitous care of the Emperor Francis, from the military exercises, which were his greatest pleasure, but which fatigued and exhausted him. The disturbance which, in the early part of 1831, occurred in Parma and Placentia, fired his spirit, and he intreated permission to go and protect his mother. It was withheld: and he felt his life to be useless and sterile. It was shortly after this that M. de Prokesch, distinguished alike for his military and scientific attainments, and to whom the Duke was much strached, was sent by the Court of Vienus on a mission to Rome-then alarmed and disturbed by the revolutionary movements in the Marches. The separation was painful to both.

On this occasion, the following letter to his friend and instructor, from young Napoleon, presents him, [Translation. Vienna, 31st March, 1831.

To-day, for the first time, since the commence ment of our friendship, we are about to be separated for any considerable time. Days rich in action, and full of great events will doubtless pass before meet again. For me, the sands of the glass will only mark perhaps a succession of onerous and sterile duties : perhaps honor and the voice of destiny will exact from me the most difficult of sacrifices, _that of the dearest wish of my heart, at the very moment when its accomplishment is presented to my eyes in such bright and seductive colors. But in whatever position Fortune may place me, rely upon me always: grasitude and friendship will ever bind me to you. The care you have taken of my military educat your courageous sincerity; the confidence you have thank M. de Montbel for the picture he has drawn of cannot but guarantee to you the duration of these this youth of such high destinies at his birth, of such sentiments. Friendship does not estimate keepsakes by their positive value, but renders them precious career. The testimony of this book confirms that afforded by the physiognomy of the young Prince. is the first I ever wore; it has not left me for six years. May it only note for you hours always for-tunate! May it indicate fer you the moment of glory!—but in appealing to it, always remember, that it is you who taught me the true value of time, and the more difficult lesson still of waiting for it. If I comprehend the object of your mission, it is an affair that can scarcely occupy your facul-ties: but you who know the world and how to regard it, to you it presents an admirable opportunity of appreciating these revolutionary movements, in their nature and their connections, and of judging the actual strength of that nation in relation to the future : finally, you are going to that land which has left us an almost inapproachable model of power and greatness. I shall write to my mother and speak of you with all the warmth of feeling with which you have inspired your sincere friend, F. DE REICHSTADT.

> Taking this as the letter of a young man not yet twenty-one, and written in all the flow of friendship, it speaks well for his heart and understanding. In fifteen months from the date of it, that heart had ceased to beat.

> Censidering M. de Montbel's idolatrous attackment to the Beurbons, he has done justice to the Son of Napoleon, and what was more difficult, to Napoleon himself, when he had occasion to speak of him. A translation of this book, with judicious omissions of several portions which in no wise affect the main design, and can have little interest here, would, we think, be found attractive.

> A BRIEF EXPOSITION OF THE CONSTITUTOR OF THE U. STATES, WITH AN APPENDIX, by James Bayard .-Philadelphia : Hogan & Thompson .- This is another and valuable contribution to constitutional history, called forth by the events of the day. We rejoice in the multiplication of such publications as they multiply the chances of disseminating accurate knowledge respecting the origin and just powers of the Federal compact. In this little volume, a sensible introduction of about 20 pages explains the condition of the Colonies before and at the separation from Great Britain, and under the Articles of Confederation, of which the defects are concisely pointed out; then follows the Constitution, and after it an Exposition, article by article, of its provisions, with the interpretation which has been judicially given to most of them. The Appendix contains the Declaration of Independence and the Articles of Confederation; and a copious alphabetical Index facilitates reference to any desired tepis.

MUSEUM OF FOREIGN LITERATURE, SCIENCE AND ART, for February .- The last number of this periodical combines a great variety of readable matter, selected with the usual discrimination of the conductor. Among other articles of interest, our attention is first attracted by one from the Foreign Quarterly Review, upon a subject of prevailing interest in this country, as well as abroad. A paper in that distinguished periodical, upon the present condition and future prospect of steam carriages, thus sums up :---

"The substitution of the power of steam for the strength of horses in propelling carriages, coach-pliance with the requisites we have pointed out."

strength of horses in propelling carriages, coach-pliance with the requisites we have pointed out."

These requisites are:—1. A light and strong study a pantomime." It is bardly possible to concern the subject of general end sustained interest for more than twenty boiler, exposing a large surface to the fire. 2.

Such an application of the power of the steam as and escapes for harlequin, and blunders for the have been raised periodically, and after intervals of nearly equal duration, to the full assurance of perfect confidence, by the reported and apparently en-tire success of some fortunate projector in effecting the complete solution of the grand problem; expecta-tions that have only deepened the total disappointment by which they have been invariably succeeded.

There is not at this moment, in this country or in any other, a single instance of a regular land comunication satisfactorily sustained by steam. common roads we have never seen any thing better than short-lived and unproductive experiments : on railroads (chemins de fer) they can scarcely be said to have been more successful. On the Liverpool and Manchester line they are only retained by an enormous sacrifice of money, and of the interests of the proprietors. The steam engines used on it are huge, disproportioned, clumsy masses of mechanism, better adapted in their size and structure to the staid and sober pace of an elephant, than to the rapid flight for which they are used; and though by being urged to the uttermost, they have attained velocities approximating nearer to aerial flight than earthly trudge, yet, like a cart horse goaded to a gallop, they founder themselves, and knock the road to pieces. From all that has yet been made public, we are only warranted to deduce this one conclusionthat every attempt yet made to render steam carriage the means of economical and regular inland commu-nication has totally and absolutely failed.

"Reduced to this condition, it may be well to in quire into our prospects. Is there, we may ask, any peculiarity in the nature of land locomotion, to prevent that power which turns the wheels of a b from propolling with similar effect, the whoels of a dritchka? Is there any thing in the nature of a carriage so peculiar, that while a steam engine can do the work of a hundred horses, it cannot do the work of four-in-hand? Have we attained the hitherto and no further' of the power of steam? Knowing. as we do, that the proposed substitution would bring about a great and beneficial change in the moral, political, and commercial state of the empire, are we at last, after hopes so long and so fondly cherished, so leng pregnant with apparent fruition, decomed to discover that we have only been tanta. lized? Are we to find that we have been hunting after nothing more attainable, than an alchymist's stone for converting steel and steam into oxen and eorn, and baking the bread of the poor from the dust of the highway? Is all the mechanical skill of Great Britain at last foiled? Is all her science, all her ingenuity, unequal to the evolution of this small problem,—' with an engine of sixteen horse power, to popel a four horse coach?' Where is the present ace of the Bells, the Boltons, and the Watts? Can the government do nothing to foster the invention and bring it to maturity? These questions are seriand bring it to maturity? These questions are serious: the answers to them weighty, all-important to us—to Great Britain. We think they can be answered fully and satisfactorily, so as to show, that met in the nature of the thing to be done, but in the ode of setting about it, is the cause of failure to be discovered. We may be able to detect in each invention omissions and elements of self-destruction arily involving total failure, and these not in ere details, but in the great principles of structure and arrangement.

Then follows a long and interesting account of the several steam engines which have been tried in England, with an account of their defects; and the reviewer proceeds :

the great elements of structure which we have shown to be essential to success; that it would shown to be essential to success; that it would have been easy, from the construction of these only gines, to predict their failure, as we now predict the gines, to predict their failure, as we now predict the Another time he attempted a jovial rakish chatallure of all constructed on the same or on similar racter in one of Mrs. Behn's licentious comedies, principles; that it was an error to suppose that they from which, however, he expunged all the offensive were deficient merely in practical details which for- passages; but he was not successed. I met him ther experience would supply; that every one of them contained elements of self-destruction; that they attained all the perfection of which they were capable; and finally, that success may yet be expected by the strongly pressed on to go and dine with him, alloging that as Pop (Mrs. Kemble) was capable; and finally, that success may yet be expected.

Such an application of the power of the steam as will not waste it—it is said that in consequence of the bends in the pipes, &c., a large part of the whole power is lost. 3. A different arrangement of the cylinders; or rather, a single cylinder should be used, as it is difficult to make two keep time, and the greater surface causes more rapid cooling. An arrangement for supporting the carriage-body

Jack Taylor, as he was called, was upon terms of intimacy, afford the following amusing goesip:-

I was in the habit of constantly visiting Mr. Kemble on a Sunday morning for many years, and if I saw him in the intermediate days, he always said, "Taylor, remember the hebdomadal." I found him generally with some book or manuscript before him relative to his art. Sometimes he was cold negligent, and less courteous than at others; and then feeling disgusted, I resolved to forbear my visit the next week; but the pleasure I always found in his company overcame my temporary spleen. He was fond of Dryden, and sometimes read to me pas-sages from that admirable peet. I do not think he was a good reader, for he generally read in a tone either too low or too high. There is obviously but one tone in reading or acting that excites the sym pathy of the hearer, and that is the tone which feel. ing suggests and expresses; and such was the charm of Garrick, which rendered his acting in tragedy or comedy impressive in the highest degree. were many of Kemble's visiters who made court to him by telling him of faults in Garrick's acting, or of the unsuitableness of his person for some of the characters which he represented: for instance, Sir Charles Thompson, afterwards Hotham, a respectable old beronet, told Kemble that Garrick always gave him the idea of a little butler. Kemble generally told me what was said to him of this kind, not as appearing to believe such remarks, but to know whether they received a confirmation from me. On such occasions. I never abated my reverence for Garrick, but always discountenanced such insidious flattery, and, to the best of my recollection and ability, asserted the wenderful powers of the de-parted actor. Kemble always listened to my pane gyric on his great prodecessor with apparent con-viction; but I cannot help believing that he would have liked me much better if I had never seen Garrick.

Kemble, with all his professional judgment, skill and experience, like all other mortals, was some times induced to mistake the natural direction of his powers, and to suppose that he was as much patronized by the comic as by the tragic muse. When I called on him one morning, he was sitting in his great chair with his night cap on, and, as he teld me, cased in flamed. Immediately after the customary salutation, he said, "Taylor, I am studying a new part in a popular comedy, and I should like te know your opinion as to the manner in which I am likely to perform it." "As you tell me it is a comic part," said I; "I presume it is what you style intellectual comedy, such as the chief characters in "Here then we arrive at the conclusion of the whole matter. We find that the failures which have hitherte attended all attempts at the steam carriage; have arisen, not from any necessary incompetibility between the nature of steam and this particular application of its power, but from the deficiency of the inventions that have been produced in some of the inventions that have been produced in some of the standard of the figure." It was said by one of Mr. Kemble's favorable great elements of structure which we have shown to be essential to success; that it would

ceive so grave a character contemplating new tricks and escapes for harlequin, and blunders for the clown.

He had determined to act Falstaff; and I was in the green-room at Covent Garden Theatre one Saturday, when, after his performance of some charac-ter which I do not recollect, three beards were 4. brought to him, that he might choose one for Fal-dy staff. We were invited to dine the next day with An arrangement for supporting the carriage body and the whole of the moving machinery upon perfectly flexible springs, so as to vibrate freely in every direction, and yet admit of being impelled forwards with uniform power and velocity. 5. To construct an engine of variable power like that of a horse, which shall preportion its exertion to the resistance to be overcome. In another part of the Magazine, an article upon Taylor's "Records of My Life," supplies some entertaining extracts from that work. The anecdotes of John Kemble, particularly, with whom poer distributions a similar dish. Kemble said you in distributing a similar dish. Kemble said, 'Taylor, don't help so much to an individual, for if you do it will not go round the table." Being semewhat in the habit of imitating Kemble, I spoke these words in his manner, forgetting that he was before me. "Now," said Kemble. "he thinks he is imitating me—I appeal to the lady;" and these words he delivered so much in the manner which I had assumed, that Mrs. Burney and the Doctor could not help laughing; Kemble gave way to the same impulse, and I was relieved from embarrassment.

I was one night in a box with him when the theatre was illuminated preparatory to the opening for the meason, and a Mr. Rees was employed to give imitations, in order to try the effect of the voice. Kemble was one of the persons imitated; and while the man was delivering an imitation of him, Kemble, in a little above a whisper, knocking his stick on the ground, said, with perfect good humor, "Speak louder, you rascal, speak louder." The man did not hear, nor did Kemble intend he should.

POETRY.

The following lines, expressive of deep and well-founded indignation against the projected "improvement" through Trinky Church-Yard, are softened down and modified from some which under the title of "The Curse of the troubled Dead," we object ed to on Tuesday, as " unchristian" In using that epithet, however, we beg the unknown writer to understand us as referring not to the post, but to the painful impressions produced by the wrath of the maledictions.ascribed to those for whom the grave was not permitted to be a place of rest. Even as now given, these forcible lines will make strong natures shudder:

[FOR THE NEW-YORK AMERICAN.] THE ORACLE OF THE TOMB-TO THE SACRILA-GIOUS VIOLATOR OF ITS SANCTITY

"It is as if the dead could feel
The key worm around them steal,
Without the power to scare away
The cold consumers of their clay."—Byrox.

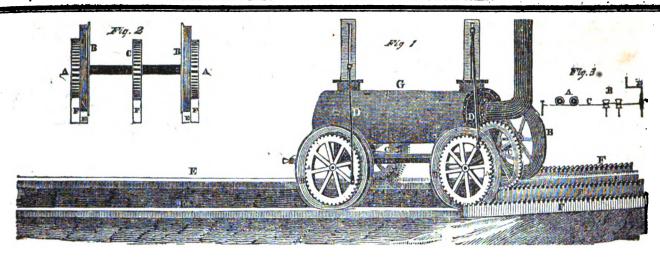
Without the power to scare away
The cold consumers of their clay."—Byrnox.

Hyena, hence! break not the hallow'd sod,
That covers those whose spirits are with God;
There is a deep unearthly awe impress'd
Where'er the" dead" in solemn silence rost,
And black the hand, and hard the heart that dare
Intrude like an apostate Judas there.
Should the *Lex Talionis in wrath be sped
With justice stern on the monster's head,—
The dust of the parents who gave him birth,
Will be savagely trampled with common earth;
Their bones—once the pillars of temples so dear,
E'en he on their ruins must look with a tear,
Will be rudely uncoffin'd, and toss'd to the wind,
Till not their least trace can his agony find:—
When the wife of his bosom in death shall sleep,
On her rest will the vile Resurrectionist creep,
And rending her corne from its hallow'd mould,
Unearth it and sell it to Surgeons for gold.
Her form, just array'd in the drapery of death,
And her fips, scarcely cold from their last warm breath,
Will be torn in the lingering heauty of life,
And mangled, unwept—by the merciless knife:—
Nay, his sweet little babe, in its waxen repose,
While yet with the smile of a cherub it glows,
From its grave by the spade of the slave will be thrown,
And its ringlets of gold o'er the pavement be strown;
Then its delicate limbs will the cartmen drive o'er,
And laugh him to scorn if he feign to deplore,
Till his heart, if he have one, is broken with grief,
And shudders to death as its only relief.
Then, will he be left on the cold earth to rot,
Unburled, unshrouded, unwept—mest forges!
For the marbie will brand, with its mem'ry o' years, Unburied, unshrouded, unwept—not forgot! For the marbie will brand, with its mem'ry of years, The wretch whose corruption mocked plety's tears, And, basef than heathen barbarians of old, Through the graves of his fore-fathers quarried for gold. TRINITY CHURCH-YARD.

* "An eye for an eye, and a tooth for a tooth." In common parlance, Retributive Justice.

The pity I to others show,"

"That pity show to me."



To the Editor of the Railroad Journal:

Siz: Will you have the goodness to give the following a place in your valuable paper, viz.—A Description of an Improvement made by Richard Berrian, of the city of New York, on the Locomotive Engine, as well as the Rails on the Rose on the Rose of the Rails on the Rose of this sace of the Rails on the Rose of this sace of the rose is more than double; it will ascend and esseend hills and mountains, on inclined planes, at the most five grants attached to the same; if any thing should give way in going up or down hill, it will stop itself in an instant of time, without injury to either passengers, freight, or cars. On the above principle, thousands and tens of the centre of the inclined planes, between the ways for that use, it is presumed that they will answer a valuable purpose. By examining the modal minutely the advantages will more fully appear.

The subter is the most simple, and the ext. Description of the Locomotive Engine, and the bottom of the Locomotive Engine, as the most simple, and the ext. The centre of the samel, reach each end, and placing it under the bottom of the Locomotive Engine, to receive the arms of the same, retails and the same and tens of the valuable purpose. By examining the modal minutely the same is more tally appear.

The subter is the modal minutely t

even the common roads. Whenever they are fitted for that use, it is presumed that they will answer a valuable purpose. By examining the modal minutely the advantages will more fully appear.

The subscriber having received a patent from the honorable the Secretary of State, he now offers his patent right on the above principle for sale, either to companies or to individuals, for the use of any of the roads in the United States. A commission of twenty-five per cent. will be

On Tuesday evening, 19th inst., by the Rev. Mr. Michell, Themas Lee, M D., of Camden, N.J., to Catharine E. Tylee, of this city.

On Thursday evening, 14th instant, by the Rev. Dr. Thomas lacauley, Edwin C. Kead, to Miss Catharine L. Day, both o

On Tuesday evening at Brooklyn, L. I. by the Rev. Walsh Michael Bourne, to Miss Mary Austin, both of that place. P On the 11th of December last, by the Rev. Joseph D. Wick-ham, Mr Ackley Fach, to Miss Anne E. Ludiow, daughter of the late William C. Ludiow, Esq.

DEATHS.

On Saturday evening, after a short illness, Mr. Benjamin Mc Gready, in the 49th year of his age.

On Sabbath morning, between 11 and 12 o'clock, after a se-vere indisposition, which he sustained with christian magnani-mity, the Rov. Dr. Alexander McLeed, Pastor of the Reformer Presbyterian Church in Chamber street, in the 68th year of he age, and 33d of his ministry.

On Friday evening, 15th linet., of a lingering tilness, William Voyman, in the 62d year of his age.

On Wednesday evening, 18th inst., of apoplexy, Walter D. M. Cook, in the 88d year of his age. On Thursday evening, 14th inst., after a short illness, George Elliott Taylor, in the 33d year of his age.

This morning, after a short illness, William, son of Mose Tucker, in the 4th year of his age.

At Suffield, (Conn.) on the 19th instant, Mr. Horace Was

At Balumore, on Thursday 14th Instant, William Norris aged 69 years.

At Constantinople, on the 19th November, Henry Eckford, in On the 15th instant, at Bennington, Vermont, Mrs. Ann Ro-ertson, relict of the late Jonathan E Robinson, formerly of this

Cay.

On Monday, Peb. 18, in Albany, Mrs. Sarah Knower, wife of Benj. Knower, Esq., in the fifty-fourth year of her age. The suddenness of her death adds poignancy to the sorrows of all who knew this amiable woman. The was yesterday in her usual health, attended church in the morning, and was on her way to it in the evening, when she fell in the street, and was taken up in a state of insensibility.—[Eve. Jour.]

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 108 persons during the week ending on Saturday last, Feb. 16th, viz.:—36 men, 18 women, 24 buys, and 29 girls—of whom 30 were of the age of 1 year and ender, 10 between 1 and 2, 7 between 2 and 5, 5 between 36 and 40, 3 between 10 and 30, 11 between 30 and 30, 4 between 70 and 80, and 1 between 80 and 60, 4 between 70 and 80, and 1 between 80 and 90.

Discusses:—Apoplexy 4, askhma 1, burned or scalded 1. casualty 1, cholic 1, consumption 23, convulsions 10, diarrhoza 1. dropsy 4, dropsy in the chest 1, dropsy in the head 7, drowned 2, dysantery 1, lever 3, fever billous 1, lever scarlet 2, fever 19hu-1, hives or croup 4, inflammation of the owels 6, inflammation of the chest 1, inflammation of the chest 1, inflammation of the chest 1, inflammation of the liver 1, intemperance 2 margamus 2, nervous diseases 1, bid age 2, peripneumony 7, pneumonis typhodes 1, sore throat 1, spasms 1, stilborn 9, tabes me pemberica 1, teething 2, unknown 1, whooping cough 1, worms 1.

ABRAHAM D. STEPHENS, City Inspector.

GARDEN SEEDS, &c.

Wm. PRINCE & Sons, Flushing,

near New-York, have imported by the last arrivals several thousand dollars worth of Seeds of the choicest varieties of Vegetables known in the different countries of Europe, and will furnish supplies to venders at very reasonable rates. These seeds are of a quality not to be surpassed. They have also 200 pounds Yellow Locust, or Robinia Pseudacacia seeds, of the fine Long Island variety, so celebrated for ship timber, at a low price. at a low price

Priced Catalogues will be furnished on application direct, per mail, or otherwise. Catalogues of Fruit Trees, Greenhouse Plants, &c. with the reduced prices, will also be sent gratis to every applicant.

**TOWNSEND & DURFEE, of Palmyra, Manufacturers of Railroad Rope, having removed their establishment to Hudson, under the name of Durfee & May, offer to supply Rope of any required length (without splice) for inclined planes of Railroads at the shortest notice, and deliver them in any of the principal cities in the U. States. As to the quality of Rope, the public are referred to J. B. JERVIS, Eng. M. & H. R. R. Co., Albany; or JAMES ARCHIBALD, Engineer Hudson and Delaware Canal and Railroad Company, Carbondale, Luzerne County, Pennsylvania.

Hudson, Columbia County, New-York, January 29, 1833.

PATENT RAILROAD, SHIP AND BOAT SPIKES. THE TROY IRON AND NAIL FACTORY keep

THE TROY IRON AND NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market. RALEGAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersink heeds suitable to the holes in iron rails, to any amount and on short notice. Almost all the Railroads now in progress in the United States are fustened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at factory prices, by I. & J. Townsknu, Albany, and the principal Iron Merchants in Albany and Troy; J. I. BROWER, 222 Water-street, New-York; A. M. JONES, Philadelphia; T. JANVIERS, Baltimore; DEGRAND & SMITH, Boston.

F. S. Railroad Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep page with the daily increasing demand for his Spikes.

SURVEYORS' INSTRUMENTS.

COmpasses of various sizes and of superior quality, warranted.

Leveling Instruments, large and small sizes, with high magnifying powers with glasses made by Troughton, together with a large assortment of Engineering Instruments, manufactured and sold by E. & G. W. BLUNT, j316t 154 Water-street, corner of Maidenlane.

PAPER.

PAPER.
THE SUBSCRIBERS, Agents for the Saugerties Paper Manufacturing Company, have constantly on hand an extensive assortment of Royal, Medium, and Imperial Printing Paper, all made from first quality Lephorn and Triested Rags. All contracts made after this date, will be furnished with 480 perfect sheets to the ream; and all sales amounting to over \$100, of Medium or Royal, out of thapart of the stock which includes cassia quires, the purchasers will be allowed an extra quire of perfect paper to each double ream, with additional allowances to the publishers and the trade, who buy largely. The terms will be liberal. Apply to GRACIE, PRIME, & CO., J31

GRACIE, PRIME & CO., 22 Broad street, have on hand the following Goods, which they offer for sale on the most favorable terms, viz.

200 qr casks Marseilles Madeira, entitled to debenture.

100 cases White Hermitage; 50 do. Bordeaux Grave 4 cases Gum Arabic 2 cans Oil of Orange 8 casks French Madder, ESFF

8 casks French Madder, ESFF
2 do. do. SFF
10 do. Danish Smalts, FFFE; 20 do. Saxon do.
8 do. small do.; 20 kegn Tartaric Acid
200 kegs Saltpetre
200 bales superior quality Italian Hemp
20 tons Old Lead
300 barrels Western Canal Flour
500 do. Richmond country do.
100 bales Florida Cotton; 20 do. Mexican do.
20 do. Sea Island do.
280 do. Leghorn Rags, No. 1.
100 do. Trieste do. SPF
100 do. do. do. FF
18 bexes Maraschino Cordials
350 lbs Coney and Hares-back Wool, for Hatters
80 M. English Quills.
DRY GOODS, BY THE PACKAGE—

DRY GOODS, BY THE PACKAGE—

20 cases white and dark ground, fancy and full Chinas
Prints, all new styles, received per Napoleon.

9 do. assorted colored Circassians

8 do. do. do. Merinos

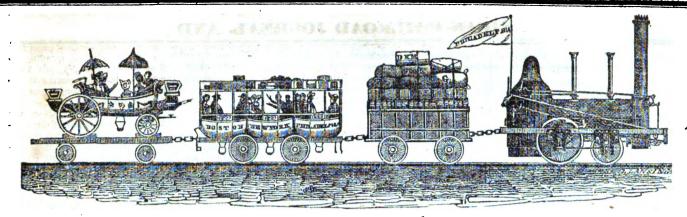
1 do. 36 inch Cravats

10 do. Jet black Bombazines

8 do. Printed horder Handbaschief.

8 do. Printed border Handkerchiess
2 do. White Diamond Quiltings
2 do. Furniture Dimities
2 do. Furniture Dimities
2000 pieces Engl. Brown Shirtings, 33 in.

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AMERICAN RAILROAD JOURNAL, ADVOCATE **OF** INTERNAL IMPROVEMENTS.

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

D. K. MINOR, EDITOR.]

SATURDAY, MARCH 2, 1833.

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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, MARCH 2, 1833.

The Report of the Committee of the Pater son Railroad Company, and the "Statement of Facts in relation to the Origin, Progress, and Prospects of the New-York and Harlaem Railroad Company," are received, but unavoidably excluded from this number by the Report of the New-York Canal Commissioners. They will be attended to in our next.

THE KNICKERBACKER.—The third number of this very popular magazine is published this day. We have had but little opportunity to examine it, yet from that little, we believe it will be found equal in every respect (unless to critical eyes the few typographical errors should mar its beauty), to either of the preceding numbers. Annexed we give its con-

14. Fine Arts—
I Engravings from the Works of Liverseege
II Turner's Annual Tour.

[For the American Railroad Journal.]

COMPLETE SYSTEM OF RAILROADS .-- If a man can draw up four pounds over a pulley, and walk off at the rate of two miles an hour drawing up such a weight by a cord, then he can move a load of 1,000 lbs. on a level Railroad. And if the departures from an entire level are not great, they would not much increase the difficulty of locomotion. Who can estimate the convenience to the public of a system of Railroads intersecting the whole country, and affording to every village and farming neighborhood an easy communication to market at almost all seasons of the year: in all seasons certainly, except in blocking snows. It would accommodate especially the laboring classes, who have not capital enough to employ a horse and carriage, and who are accustomed to use their limbs-and who could readily reach a market with their articles of manufacture or produce, if they could travel on a Railroad constructed for their convenience. Among the inventions which have blessed the world, none more evidently give additional prosperity to towns, villages and farming regions, than improved means of communication. No inventions have exerted a more powerful influence in diffusing knowledge and in elevating intellectual character. A system which may bring easy means of conveyance to every man's door deserves attention. A system which gives to farms and places of business of various descriptions, 30 or 40 miles distant, the advantages heretofore enjoyed by similar places within a few miles of a large market, claims examination from the man of business, the political friction, and consequently the labor, as well as economist, and the friend of the human race.

Publicola.

INTERNAL IMPROVEMENTS .- A bill is before the Legislature of Pennsylvania, authorizing a loan of \$2,086,188 84, at 5 per cent irredeemable for 25 years. This money, when obtained, is to be disposed of in the following manner:-

For the Philadelphia and Columbia railroad, \$657,486 18; for the Alleghany portage railroad, \$414,79306; for the Columbia line of the Eastern division of the Pennsylvania canal, \$35,835 25; for the Fran town line, \$32,712|| London, Sept. 27, 1832.

04; for the Wyoming line of the N. Branch, \$115,202 46; for the Lycoming line of the West Branch division, including the Lewisburg cross cut, \$470,007 90; for the French creek division. \$162,991 98; and for the Beaver division \$181.159 97 cts.



[From the London Mechanics' Magazine.]

IMPROVED LEADING BLOCKS .- On examining some "leading blocks," as they are technically called, a short time since, I was struck with the appearances which many of them presented. In some, the pulley had set fast, and one side had been cut into by the rope, while in all, the way between the pulley was cut into deep groves; evidently showing the existence of great mechanical disadvantage, where the reverse would have been highly desirable.

It occurred to me at the time, that a little addition would make a great improvement in this useful machine; and I send a sketch of a method of construction that would be found very much superior to those at present employed.

The prefixed sketch represents the side of a ship, or dock, &c., &c.; a a are two gun-metal sheaves, turning on iron axles, and having more end play than is usual. The sheaves rest upon a metal roller R, which runs freely upon an iron

axis. The roller should be closed in, about half-way up, both on the outside and within-[omitted in the sketch for the sake of distinctness, nor is it absolutely necessary.] The framing of the block should be lined with iron, and the whole kept well greased, to reduce the friction and pre-vent corrosion. With this form of block, the the wear and tear of ropes, would be greatly reduced. For, if the rope happened not to run against either of the sheaves, it would still work upon the roller, where motion would be almost as free. If the rope took into a sheave, that and the roller would turn together; the other sheave would be at liberty to turn with the roller, the friction between them most likely being sufficient to communicate motion.

The increased efficiency and durability of these blocks would amply repay the additional expenses of construction.

Yours, respectfully, W. Baddeley.

farms by running exterior lines, they very naturally came to the conclusion that canals should of fact." be surveyed in the same manner; and that the outward extremity of each bank is to be traced by the chain and compass, as the exact boundary of the public works. If it had occurred to the surveyors, or to the committee, that the sides of the canals, for at least one-third of the whole distance, are occupied by useless or spoil banks; that the exterior of these banks is extremely irregular and precipitous, being sometimes two or three, and sometimes ten or twelve rods wide; that they are constantly washed down by rains, and in some cases ploughed down by cultivation, and that they are never repaired or replaced, some doubts might have arisen as to the permanency of base lines thus located. It is only in cases of embankment, where the canal is raised above the ordinary level of the earth, that the exterior parts of the banks are occasionally strengthened and repaired as they decay. the extremity of the banks where the committee and the land surveyors suppose the base lines the Chemung and Crooked Lake Canals, resought to be run, the surface is often exceedingly uneven, interrupted by hills, ravines and swamps; and in constructing the canals, the logs, roots, brush and other rubbish were deposited at the extremity of the banks. The difficulty, expense, and inaccuracy of surveying the canals by running lines along the outward extremity of the banks, is palpable to every one who is acquaint—mung river and the navigable waters of the inlet ed with their construction. Lines thus drawn to the Seneca Lake, was completed the latter along the foot of the banks of the Erie canal part of September. Sections ten and eleven, along the foot of the banks of the Erie canal part of September. Sections ten and eleven from Albany to Buffalo, would necessarily be which comprised the deep cutting on the feeder. several miles longer than the real length of the and upon which the greatest amount of work canal, as ascertained upon the more direct and remained to be done last spring, were completed level surface of the towing-path; nor can a true on the 30th of August. Sections sixteen and survey and map be made by a resort to such ex-seventeen were abandoned by the contractors in survey and map be made by a resort to such ex-terior lines. Along the Mohawk river, the canal is frequently bounded by the water of the river on one side, and high perpendicular rocks on the other. Between the upper and lower aqueducts are several miles in succession of this descrip-tion, where the site of the canal has been re-a scarcity of hands, increased the expenses to a claimed from the bed of the river. How would sum exceeding the amount which remained unthe committee or surveyors provide for exterior paid on these sections. The balance, which is that this failure has defeated the arrangements predicated on the expectation of using this canal, the contractors. The instance referred to, and maps of the canals, provided the expense did not the case of John Winans, who died during the property. exceed five thousand dollars. They were prohibited by law from incurring any expense to the State beyond that sum. If they had not been able to devise a plan of survey, by which the is \$148.79. Section thirty-five, which comprises exceed five thousand dollars. They were prowork could be executed for that sum, they were the excavation of bars in the inlet, the formation bound to desist from it altogether. But Mr. of a towing-path on its margin, and the excava-Trumpbour, after determining to fix himself upon tion of a canal from a bend in the inlet to the the State as a contractor, makes the further at-tempt to force his plan, and obtrude his construction of the law upon the public officers, who alone were responsible for its execution. And in the voluminous pages which the committee have compiled, he now occupies the unenviable situation of having offered originally to do the whole work which the law required for five thousand dollars, and of now claiming of the State considerably more than that sum for doing one half of it. Such is Mr. Trumpbour's present claim, as exhibited to the committee. Is it possible that such claims can furnish a legitimate

passport to the treasury of the State?

In the early stage of the transaction, Mr.

Trumpbour drew from the Surveyor-General an off hand and verbal assent to his proposed mode of surveying the canals. This assent was given unofficially, as the execution of the law was en-

(Continued from page 117.)

Several land surveyors are examined as witnesses before the committee, and they are called upon to swear not only to fact, but also to the construction of the law. Accustemed to surveyor-General, on the 6th March, 1832, as a member of the Canal Board, officially signs a report exposing the injustice of Mr. Trumpbour's claims, the committee, after making an extract from the report, come to the conclusion of the foregoing statement as conclusive in point

> If we are not entirely mistaken, both the censure and applause of the committee are generally misapplied. They seem to us to have acted, from the beginning to the end of their labors, under mistaken impressions. But whether our views or theirs are correct, will be determined by the wisdom of the Legislature.

> A report is herewith submitted in relation to Chemung and Crooked lake canals, by the acting Commissioner who has charge of those works.

S. VAN RENSSELAER, S. YOUNG, W. C. BOUCK, JONAS EARLL, Jr.

January 17, 1833.

on the Chemung and Crooked Lake Canals.

pectfully submits the following Report:

CHEMUNG CANAL.

lake in a westerly direction, is not completed. Most of the excavation on this section is in an open marsh, and lower than the surface of the water in the lake. This work would have been pressed to a completion with the other work on the canal; but the water in the lake, during the two past years, has generally been above its or-dinary level, and has deterred the contractor from commencing the excavation until last fall.
Under these circumstances, it was thought proper to grant some indulgence, as there was a injured the dam erected across the Chemung per to grant some indulgence, as there was a navigable connection between the Seneca lake tion of completing it before a rise of water in the

Annual Report of the Canal Commissioners of many important conclusions in justification of it impracticable to pass a sufficient quantity to the State of New-York.

Mr. Trumpbour's course. But when the Sur- fill the canal, and occasioned a heavy slide from the bank into the river. It became necessary to remove the coarse materials from the bottom and sides to a proper depth, to increase the quantity of lining, and to enlarge the bank. The water was again admitted about the tenth of September; but it was then very low in the river, and the porous soil through which the canal was constructed for about seven miles, its thirsty condition at the time the water was admitted, and a continuation of dry weather, prevented a sufficient quantity from passing through the feeder to supply the other levels of the canal, until about the 20th of October. Since this period, the supply has been abundant, and it it is now evident that the quantity filtrating from the canal has considerably diminished. It is believed that a continuation of the water in the canal during this winter and next spring, will so far serve to tighten it as to render an adequate supply for the next season certain.

On filling the locks for use, it was discovered that they were insufficient; and only a few boats passed from the summit level to the lake. The ocks are constructed of wood, supported on the sides with braces, with a stone wall of masonry at the head, and a dry wall on the sides, resting on the foundation timbers. The locks are of ten feet lift; and the defect consists in their not being properly supported on the sides, to resist the great pressure of water within the chamber of the lock when it is filled. Those locks on which the work was well executed, have been frequently filled with water, without producing any material injury; while others, on which the work was badly executed, gave decicive evidence of being imperfect. This unfortunate occurrence was entirely unexpected, as several of the locks had been nearly filled with water, for the purpose of experiment, and no indications of their defect was discovered; but it is evident that the increased pressure, resulting from a full head of water, caused the sides to yield, and the angle of the sides in the bottom of the lock to open.

The public had a right to expect the use of this canal last fall; and some property was col-lected at Horseheads, and between that place and the Seneca lake, under the expectation of transporting it on the canal. The discovery that of the navigation; and the undersigned regrets

An experiment has been made upon one of the locks which proved most defective; and it has been ascertained that they can be made sufficiently strong, by connecting the longitudinal sill, on which the short posts are framed, more firmly with the bottom sills, with bolts, by additional braces, and by increasing the dry wall about fifty cubic yards to each lock. This plan for repairing the locks has been adopted, and the expense is estimated at eight thousand dollars, but an unfavorable winter may increase it to nine thousand dollars.

Nearly all the levels of the canal have been filled with water; the banks well tested; and every part of the work, except the locks, appears

navigable connection between the Seneca lake and the canal by the inlet. The contractor is it broke the range stick on the top of the dam, prosecuting the work this winter, with an intention the top covering and front posts in several places, and also deepened the bed of the river below spring. the apron and chute, and carried away a few of The high embankment located on a river bluff the piles on which the apron rested. The injuron section two, and the adjoining embankment on ed part of the dam has been repaired; an addion section two, and the adjoining embankment on the dam has been repaired; an auditonal covering of oak plank has been placed on section three, were made of coarse materials, and the most exposed part of it; and a pier filled and the means of making of the expense, or of ascertaining there the appropriation would justify such a the team of the canal; but it was discovered, on the admission of the water, that the work was imperfectly a plan, affords to the committee the basis of done, and the profusion of the leakage rendered above the highest flood marks. During the flood a breach was made in the embankment, and the force of water passing in this direction that it becomes necessary to make provision for almost entirely demolished it, and deepened a channel considerably below the original surface. This embankment, which now contains seventeen thousand three hundred and eighty-five cubic yards, is larger and higher than the former one, and is considered entirely out of danger.

Last spring, the waters of Newtown creek broke through the bank of the canal on the summit level, where an opening had been made to let the water into the canal to saturate the earth, and which had been imperfectly closed. unfinished work at the locks on both ends of the summit level, was considerably injured.

The Chemung canal is thirty-six miles long, and has 516 feet of lockage. The following exhibit will show the entire cost of this canal; the different structures, and their cost; the number of cubic vards of excavation and embankment and the average price per cubic yard:

52 locks, comprising 516 ft. lockage, have cost \$84,131 59 This sum includes the estimated allowance in

consequence of the alteration of plan.		- 1
1,175,963 cubic yards of excavation, at an aver-		
age price of 9 cents 8 mills per cubic yd. 1	115,399	70
533,912 cubic yards of embankment, average		
price 10 cents 2 mills,	51,499	
7,220 cubic yards of slope wall,	3,468	
28,775 feet of ducking	1,551	24
6,303 rods of fence	3,151	50
1,423 rods of fence removed to the canal,	241	
27 farm bridges,	2,302	
32 road bridges,	3,792	48
17 farm bridges, from the maintenance		- 1
of which the State is released,	2,015	
1 guard-lock,	1,497	
Dam across the Chemung river,	5,721	26
Chute in said dam, to accommodate the river		1
navigation,	1,457	
Grubbing and clearing	9,605	
Lining canal,	1,185	
3 aqueducts,	3,697	13
6 waste-weirs,	477	60
5 culverts,	729	~40
4 lock-houses,	992	
908 rods of towing-path on inlet	2,724	00
Altering mill-dams and flooms,	575	00
Removing buildings and saw-mill,	505	
Land for lock-houses,	120	00
Pier at the intersection of the canal with the		
Seneca lake	1,164	91
Altering and making roads,	1,172	
Expenses of engineer department,	12,800	
Conductors around locks,	249	37
Miscellaneous works,	2,434	36
	314 305	51

The preceding remarks will indicate that the expenses for repairs could not have been inconsiderable, and they are principally applicable to expenses growing out of the floods of last spring, and the difficulties on sections two and three; though a portion (and not an unusual amount) is applicable to contingencies, which on all occa-sions rest on new and untried works, when the searching operation of water is first experienced.

The sum expended for repairing and maintaining this canal and its appendages, from the period that the several parts of it were taken from the contractors and declared finished by the engineer, to the first of January instant, amounts to \$12,953.90; and the estimated expense of putting the locks in a condition for navigation by the first day of May next, is \$8,000.

The following statement will shew the proba-ble condition of the fund on the first day of April next, which is applicable to the construction of some of his men, that after taking from him every the Chemung canal, its maintenance, and the vestige of moveable property, and setting fire to payment of interest on the loans which have been made, to wit:

12,953 90 8,000 00 locks, stimuted expense of ordinary repairs to the first day of April next, 500.00 \$335,849 41

345,340 55

\$10,508 86

\$358,823 01

To am't paid for int. \$28,644 74
To interest due the let
next May,...... 4,837 72 4,837 72 33,482 46

the sum of \$10,508.86, to meet the expenditures now in progress on the canal; and also for its form the towing path embankment. maintenance to the first day of April next. rendered necessary, for the purpose o

It will readily be seen, that any estimate which may be made of the expenses for the next spring repairs, and during the season of navigation, must proceed from a very uncertain data. presumed, however, that about \$6,000 would be sufficient to meet the ordinary expenses for repairs; but it is proper to remark that this sum might be very much increased by the spring floods.

There are twenty-nine claims for damages now on file; and the entire uncertainty of the amount which may be awarded by the appraisers, precludes the practicability of submitting an estimate.

CROOKED LAKE CANAL.

At the date of my last report in relation to this canal, arrangements had been made to pro-secute the work during the winter; and its completion last fall was confidently expected. The unfavorable winter and spring retarded the progress of the work, and less was done during this period, than had been anticipated. The extensive public works in progress in the State of Pennsylvania last season, attracted the attention of laborers on this canal; and early last summer it was discovered that many were leaving for that State, under the expectation probably of obtaining higher wages, and a more extended employment. Nearly all the laborers on the public works in this country are foreigners, who have no fixed residence; and it is very common for these men to concentrate from various parts of the country at the commencement of a new work of any considerable magnitude; hence arises the difficulty of retaining men on a work of short duration, or when nearly completed. These facts were illustrated at the commencement and in the progress of the Chemung and Crooked Lake canals. At the commencement of the former work, laborers were plenty, and the av arage price did not exceed tendollars per month. The second year laborers grew more scarce, and the prices advanced to fourteen dollars per month; while the contractors on the Crooked Lake canal which had just commenced, paid only twelve dollars per month. The facility of procuring laborers depends very much on the magnitude of the work, and the probable extent of the em ployment.

The contractors on this canal appeared to ma nifest a willingness to prosecute their work with proper diligence, and they made efforts to procure men by sending agents and printed notices into other parts of the State, offering liberal wages. With perhaps a single exception, the contractors possess character and responsibility, and a general confidence seemed to prevail, until in the month of October, the surviving partner of a contract for two miles of this canal failed in paying his men. He was a foreigner who had great influence with his countrymen, and so far succeeded in obtaining their confidence, as to protract his payments, until his indebtedness exceeded \$3,000. This occurrence so exasperated vestige of movcable property, and setting fire to his shanties, they left the country. This affair had an unfavorable influence through the whole This effair line of canal, and interrupted the progress of the below the work. It is due, however, to this contractor to made sim say, that he had prosecuted his work with proper diligence, and that a portion of his excavation and dry was very expensive. He no doubt persevered strength. with an intention of finishing all his work, under the expectation of obtaining an allowance on a part of it. The sureties of this contractor, immediately after his failure, made arrangements

for the completion of the unfinished work.

The excavation on a part of this canal is hard pan of an expensive character, and in almost every lock-pit this material or rock is found. This circumstance has served materially to protract the progress of the work.

The line of this canal, in passing down the tion about the first of July next.

By the preceding statement it will be seen, |narrow valley of the outlet of Crooked lake, was in many places located near the foot of a steep side hill, into which an excavation was made to rendered necessary, for the purpose of avoiding any interference with the mill-ponds, which in a few instances occupy almost the entire width of the valley. The soil in some places indicates a quick sand, and last spring when the frost dis-appeared, and while the earth continued saturated with water, a considerable quantity slipped and run into the canal, where it had been excavated.

In penetrating the rock on section 6, it was found that the seams between the horizontal strata were very open, and full of cavities, which rendered it necessary to excavate wider and deeper, for the purpose of receiving a lining on the bottom and sides of water-tight materials. To secure the water in a short pound reach which occurs on this rock, it became necessary to form the sides of it with a stone wall laid in water lime mortar. From the causes mentioned, the expense of this section will far exceed the original estimate.

In determining on the final location of the line on a part of section 4, at Way and Andrews' mills, it was found very difficult to pass in a narrow and circuitous route, between dwelling houses and mills, where the line was first located; and the only alternative which appeared to present itself was to remove a dwelling house or change the location of the line. The latter course was adopted, and it has increased the amount of ex-

cavation at this point about 8,000 cubic yards.

The estimate for the construction of this canal was predicated on banks six feet high, with the usual width at the top, and a slope of one foot rise to every one and a half feet of horizontal base. The short pound reaches between many of the locks render the banks liable to be over base. flowed by the irregular admission of water, which sometimes unavoidably occurs. The line of canal, as has been before observed, is located throughout its almost entire extent, near to, and at the foot of a steep side hill, and is subject to sudden inundations from the quantity of water which may be thrown into it by a heavy fall of rain. In addition to waste-weirs, it was considered necessary to construct the upper gates no higher than the top water line in the canal when at a proper level, in order to aid in discharging the surplus water; and also to raise and enlarge the banks, to afford the necessary strength and se-The banks are generally seven feet higher, and have a slope of one foot rise to two foot of horizontal base.

The guard lock which connects the canal with the water of the Crooked lake, was unavoidably located in a very contracted place, in a deep excavation of clay, with a saw-mill on one side of it and a high bank on the other. These circumstances, connected with the design of the lock to serve as a guard to the water of the lake above it, rendered it entirely proper, both in reference to economy and security, to make this a more permanent structure than was originally designed.

The bottom of the lock near the intersection of the canal with the Seneca lake, is excavated about five feet below the surface of the water in the lake at its ordinary state, and was an expensive work to execute. The plan of this lock has been changed at a small additional expense, so that in rebuilding it at any future period, it will not be necessary to remove any part of the work below the surface of the water. The locks are made similar to those on the Chemung canal, and will require the same additional bracing, bolting, and dry wall, in order to give them sufficient

Sertions 7 and 8 are completed; sections 1, 2, S and 5 can be finished early in the spring; sections 4 and 6, on which the greatest amount of excavation remains to be done, will be prosecuted through the winter; the locks are all framed, twenty have been raised, and to most of these the masonry and dry wall is nearly completed; and such arrangements have been made in relation to all the unfinished work, as justifies the opinion, that the canal will be ready for naviga-

The report of the Canal Commissioners to the Legislature in relation to this canal, previous to the time when the work was put under contract, stated "that the character of the line of this canal was such that it would be difficult to foresee all the expenses necessary to afford proper security and protection to the work;" and it express-ed the opinion "that the estimated allowance for contingencies would prove insufficient." This prediction has been verified. It now appears from an estimate recently furnished, that the number of cubic yards of excavation and embankment have been materially increased, and that other unforeseen circumstances have arisen Most of the rock excavation was covered with earth when the original estimate was made, and the amount could not be ascertained with certainty... The amount of rock excavation now estimated, exceeds that in the former estimate, by 9,617 cubic yards.

1'he present estimated cost of this canal is \$136,101.17, making an excess over the sum appropriated, of \$16,101.18; which exceeds the original estimate of the engineer, \$16,903.17; and the estimate on the prices for which it was proposed to construct this canal, submitted pre-vious to the consummation of the contracts,

The last excess has arisen as follows, to wit: 116,350 c. yds. of earth excavation at 8 cts. per

ic vard		\$9,3 08	00
embankme	nt at 9 cts.	7,591	
rock excavation	at 27 do	587	
do do	at 60 do	4,818	00
ense by reason of	a change of	,	
-lock		1,504	00
on 27 locks on ac	count of al-		
ın,			
e on lock near Sene	ca lake,	390	00
lining and expense	of prepara-		
		540	00
quick sand slipped	and run in-		
ection 2,			
lrews' mills,		680	00
se in constructing p	iers in Sen-		
ted lake,			
		2,025	28
	/		
noving buildings, b			
		140,053	42
included in the est	imate refer-	,	
nded to be omitted,			
	75 00		- 1
	embankmen rock excavation do do ense by reason of e-lock, on lock near Sene lining and expense section No. 6, quick sand slipped ection 2, do on section 6, re ws' mills, se to 27 locks for t m sufficient streng y on section 6, dges and waste-wei expense of enginee moving buildings, b count should be de included in the est added to be omitted,	lock. on 10ck near Seneca lake, ining and expense of prepara- section No. 6, quick sand slipped and run in- section 2, do on section 6, ler we' mills, se in constructing piers in Sen- ted lake, se to 27 locks for the purpose m sufficient strength, and for y on section 6, dges and waste-weirs, expense of engineer depart. moving buildings, bridges, &c. count should be deducted, on included in the estimate refer- ded to be omitted, \$840 00	embankment, at 9 cts. rock excavation at 27 do do do at 60 do ense by reason of a change of lock

838,778 42 By the preceding statement, it will be seen that about one half of the excess consists in an increase of earth and rock excavation, and embankment. The preceding remarks have shown that the banks of the canal have been materially enlarged, which accounts for the greatest portion of this increase. The number of yards of excavation in the channel of the outlet between the guard-lock and dam, and the lake, has also been increased. The banks in several places are located in the outlet and mill pender and in the outlet. ed in the outlet, and mill-ponds; and it seems probible that sufficient care may not have been ex reised by the engineer, in ascertaining the quantity of embankment in these places.

1.275 00

Fences....

The following statement will show the state of the fund applicable to this canal, and the charges

upon it, to wit:
Cost of constructing canal..... \$136,101 17 \$100,000 00 20,000 00 120,000 00 16,101 17 Amount of interest paid...... Am't of interest rec'd on deposit \$7,787 67 3,506 78

\$20,382 06 Leaving a balance against the fund of \$20,382.06. This fund will be farther chargeable with the interest payable after this period, the contingencies resting on a completion of the work, and the maintenance of the canal and its appendages when completed.

WILLIAM C. BOUCK. January 17, 1833.

Statement A shews the amount of tolis re-||the years 1830, 1831 and 1832, and also an ceived by the several collectors on the Erie, Champlain, Oswego, and Cavuga and Seneca canals, for the years 1829, 1830, 1831 and 1832, and also the increase and diminution at each place for the years 1831 and 1832.

B, is a statement of property which passed Utica on the Eric canal, during the years 1830, 1831 and 1832, and exhibits the increase and decrease of the several articles enumerated for the years 1831 and 1832.

C, shews the amount of property cleared at Buffalo and passing east on the Erie canal, in ward, during the year 1832.

count of property which has arrived at Buffalo in the same years, designating that which has arrived from and departed to other States.

D, is a statement of property arriving at Whitehall, on the Champlain canal, and passing north, in 1832; and also a statement of property cleared at Whitehall, on the Champlain canal, south, during the season of 1832.

E, is an account of property passing through the Glen's-Falls feeder, towards tide-water, and the amount of toll received thereon at Fort-Ed-

STATEMENT showing the Amount of Tolls received by the several Collectors on the Eric, Champlain, Oswego, and Cayuga and Seneca Canals, for the years 1829, 1830, 1831, and 1832; and also, the Increase and Diminution at each place for the years 1831 and 1832.

ERIE AND CHAMPLAIN CANALS.

١	1	ERI	E AND CIL	UMIL TOURIST A			
		Collected	Collected	Collected	Collected	Increase	Decrease
ı	PLACES OF COLLECTION.	in 18 29 .	in 18 3 0.	in 1831.	in 18 32 .	over 1831.	from 1831.
١	Albany,	8 161,443 69	212,044 82	269,443 73	236,636 32		32,807 41
l	West-Troy,	85,259 46		169,458 19	160,329 28		9,128 91
l	Schenectady,	29,671 96		35,700 56	37,794 95	2.094 39	-,
١	Little-Falls,	9.648 21		9,685 78	15,023 18	5.337 34	
l	Utica,	42 122 33	46,142 10	41,012 61	47.046 78	6.034 17	
ı	Rome,	23,956 78	28,835 26	28,680 79	35,547 14	6,866 35	
ľ	Syracuse,	60.752 69	85,876 30	66.144 82	94,916 24	28,771 42	
ı	Montezuma,	. 66,701 63	75,845 74	65,570 15	73,288 99	7,718 84	
l	Lyona,	. 27,733 55	24,229 18	20,539 46	25,278 85	4,739 39	
l	Palmyra,	. 44,845 71	48,337 94	55,776 33	59,434 78	3,658 45	
l	Rochester,,	. 98,518 17	150,128 83	174,350 90	154,541 08		19,809 82
ı	Brockport,	. 10,150 26	12,313 52	10,750 82	13,025 81	2,374 99	•
ı	Albion,	. 12,019 99	12,138 95	10,993 94	10,219 43		774 51
I	Lockport	. 12,503 49	21,553 24	31,023 19	28,433 22		2,588 97
ı	Buffalo,	. 25 957 38	48,958 64	66,009 19	58,232 09		7,777 10
١	Geneva	. 11,402 43	31,478 \$9	27,742 98	29,333 69	1,590 71	
ı	Waterford,			9,667 34	17,338 18	7,719 84	
	Sloop-Lock,	. 928 73		766 15	1,091 59	395 44	
ŀ	Fort Edward,	. 10,515 %	11,766 49		16,249 85	1,195 68	
ŀ	Whitehall,		41,051 68	46,879 09	50,357 21	3,478 12	
l	Salina,	•		39,360 30	31,839 52		7,590 78
	:	9 759,055 58	91,032,476 68	\$1,194,610 49	\$1,196,008 12	\$81,805 13	\$80,407 50
		6 759,055 52		\$1,194,610 49 GO CANAL		8 81,805 13	\$80,407 50
			OSWE	GO CANAL			\$80,407 50
	Salina,	. 7.533 35	OSWE 8,663 32	GO CANAL 11,684 23	11,935 68	251 45	\$80,407 50
		. 7,533 35	OSWE	GO CANAL			880;467 50
	Salina,	. 7.533 35	OSWE 8,663 32	GO CANAL 11,684 23	11,935 68	251 45	880;407 50
	Salina,	7,533 35 1,906 09 \$9,439 44	OSWE 8,663 32 3,672 86	GO CANAL 11,684 23 4,586 87 16,271 10	11,935 68 7,850 52 119,786 20	251 45 3,963 65	880,467 50
	Salina,	7,533 35 1,906 09 \$9,439 44 CA	OSWE 8,662 32 3,672 86 812,335 18 YUGA ANI 5,223 39	GO CANAL 11,684 23 4,586 87 16,271 10	11,935 68 7,850 52 119,786 20	251 46 3,963 65 \$3,515 10	880,467 50
	Salina,	7,533 35 1,906 09 \$9,439 44 CA 4,100 22	OSWE 8,662 32 3,672 86 \$12,335 18 YUGA ANI	GO CANAL 11,684 23 4,586 87 \$16,271 10 SENECA	11,935 68 7,850 52 •19,786 20 CANAL.	251 45 3,963 65	\$80,467 50
	Salina,	7,533 35 1,906 09 \$9,439 44 CA 4,100 22	OSWE 8,662 32 3,672 86 812,335 18 YUGA ANI 5,223 39	GO CANAL 11,684 23 4,586 87 916,971 10 9 SENECA 5,246 34	11,935 68 7,850 52 •19,786 20 CANAL. 6,459 18	251 46 3,963 65 \$3,515 10	
The same of the sa	Salina,	7,533 35 1,906 09 \$9,439 44 CA 4,100 22 4,543 27	OSWE. 8,662 32 3,672 86 \$12,335 18 YUGA ANI 5,223 39 6,764 42 11,987 81	GO CANAL 11,684 23 4,586 87 •16,971 10 • SENECA 5,246 34 7,674 05	11,935 68 7,850 58 •19,786 90 CANAL. 6,459 18 7,435 50 13,894 68	251 45 3,963 65 83,515 10 1,912 84 1,212 84	238 55
	Salina,	. 7,533 35 . 1,906 09 \$9,439 44 CA . 4,100 22 . 4,543 27 \$6,643 49	OSWE 8,662 32 3,672 86 \$12,335 18 YUGA ANI 5,223 39 6,764 42 11,987 81 OF THE I	GO CANAL 11,684 23 4,586 87 •16,971 10 0 SENECA 5,246 34 7,674 05 12,920 39	11,935 68 7,850 52 019,786 20 CANAL. 6,459 18 7,435 50 13,894 68 STATEME	251 45 3,963 65 63,515 10 1,912 84 1,212 84	238 55
The second secon	Salina,	7,533 35 1,906 09 \$9,439 44 CA 4,100 22 4,543 27 86,643 49 JMMARY 7,795,055 52 9,439 44	OSWE 8,662 32 3,672 96 912,335 18 YUGA ANI 5,223 39 6,764 42 11,987 81 OF THE I 1,032,599 13 12,335 18	GO CANAL 11,684 23 4,586 87 •16,971 10 D SENECA 5,246 34 7,674 05 12,920 39 PRECEDING	11,935 68 7,850 53 •19,786 20 CANAL. 6,459 18 7,435 50 13,894 68	251 45 3,963 65 83,515 10 1,912 84 1,912 84 ENT.	238 55
	Salina,	7,533 35 1,906 09 \$9,439 44 CA 4,100 22 4,543 27 \$6,643 49 JMMARY 795,055 52 9,439 44	OSWE 8,662 32 3,672 96 912,335 18 YUGA ANI 5,223 39 6,764 42 11,987 81 OF THE I 1,032,599 13 12,335 18	GO CANAL 11,684 23 4,586 87 •16,871 10 D SENECA 5,246 34 7,674 05 12,920 39 PRECEDING 1,194,610 49	11,935 68 7,850 52 919,786 20 CANAL. 6,459 18 7,435 50 13,894 68 STATEME 1,196,008 12	251 45 3,963 65 63,515 10 1,912 84 1,212 84	238 55
The second named in column 2 is not a se	Salina,	7,533 35 1,906 09 \$9,439 44 CA 4,100 22 4,543 27 \$6,643 49 JMMARY 795,055 52 9,439 44	OSWE 8,662 32 3,672 86 812,335 18 YUGA ANI 5,223 39 6,764 42 11,987 81 OF THE I 1,032,599 13 12,335 18 11,987 81	GO CANAL 11,684 23 4,586 87 •16,871 10 D SENECA 5,246 34 7,674 05 12,920 39 PRECEDING 1,194,610 49 16,271 10 12,920 39	11,935 68 7,850 52 19,786 90 CANAL. 6,459 18 7,435 50 13,894 68 STATEME 1,195,008 12 19,786 90	251 45 3,963 65 63,515 10 1,212 84 1,212 84 ENT. 1,397 63 5,515 10	238 55

The following Statement of Property which passed Utica, on the Erie Canal, during the years 1830, 1831 and 1832, exhibits the increase and decrease of tonnage of the several articles enumerated in the years 1831 and 1832.

	ARTICLES.	1830.	1831.	1832.	Increase over 1831.	Decrease since 1831.
١	Demestic spirits,	1,812,918	1.472.685	1,537,680	64.995	
İ	Shingles, m	20,786	28,819		21,643	
١	Sawed lumber	21,257,490	31,132,086		221,941	
Ì	Timber,	262,453			159,797	
l	Staves	6,009,000	8,586,237	7,341,018		1,945,919
I	Flour,	532,464			22,243	
ł	Provisions,	36,982	31,448	49,916	10,768	
ł	Salt	75,112	69,754	66,651	•	3,103
١	Ashes,	34,759	28,437	28,810	373	-,
ı	Lime,	11,290	15,596	34,610	19,014	
ı	Beer,	595	355	205	•	150
۱	Cider	194	2,181	435		1.746
Ì	Wood,	3,556	2,927	3,896	899	•
l	Wheat,bush.	714,406	411,424	645,340	233,916	
۱	Coarse grain,	237,147	183,938	160,677	•	23,261
ı	Bran and ship stuff,	96,380	273,397	161,204		118,193
ł	Peas and beans,	5,794	2,413	15,078	12,659	
I	Grass seed,	1,212,896	1,354,874	1,281,223	•	78,658
I	Wool,	526,463	1,025,321	719,444		305,877
١	Choose,	1,727,403	1,677,909	1,233,586		443,623
۱	Butter and lard,	2,216,609	2,713,465	3,548,045	834,580	
۱	Hope,	396,248	148,749	337,495	186,746	
ı	Furs and peltry,	284,059	329 ,568	900,890	•	198,678
Į	Gypeum,	4,829,557	8,083,600	8,072,104		11,496
Ī	Stone,	7,871,661	17,088,146	7,987,232		9,100,914
١	Merchandize,	89,931,254	199,039,775	116,196,047		5,912,796
١	Furniture,	6,612,624	7,215,556	7,679,343	463,667	
ĺ	[Coal,		2,578,068	3,101,603	593,541	
ı	Pig iron		1,533,370	1.841.569	208,199	

ing	z cast	on the	Erie	Car	al, ii	the	ye	ars 1830, property
wi de	nich ha Rionati	is arriv	ed at	Bui ch	ffalo i has a	n the	8a	me years, rom, and
Wool bble		COBL	HEG	۹>	704	Flourbbis.	Whyse	ARTICLES.
	36 ,136	1,616 1,616			. 86	3,290 3	1830.	From Buffalo east.
	78,818 97,987 97,474	91,98 91,99 98,48	117.490	2,84 938	3,9 6 2	6.58		From oth or States east.
	964,000 180,199	21,791 21,791	117, 186 117, 186 186 187, 186	198 949	90.00	81,810 6,130	140	Total.
	5,945,446						1830-	Arrived at Buffalo.
78,370	2.122.781	;	3,664,307 3,664,367				1830.	From Bul- fulo west to other States.
75,570	16,967,836		3,664,367					Total.
199,580	39, 711	6,000		1,782,748	32	3,856 S7	1831.	From Buffalo cast
	340 361 368,000 100,928	918,923 196,146 19,384	984.246 187.946 288.2-7	3,323,694	1,396		1831.	From other States
182,480		819.935 410,412 244.672		-	. •			Total.
10.50	6,346,376		632,271				1831.	Arrived as Buffalo.
63,668	18.271.141		5,006,170		٠	•	1831.	From Buf- falo wes- to other States.
74,054			5,099,441					Total.
<u>.</u>	Ĭ B , 673	1,693	100,000	1,673,406	¥.	8.90	1882.	From Bui- falo east.
M.730	147,838 147,838	1,621,846 799,677 148,341	98,989 38,989	2,546,821	# 0 E	21.732 4,630	1832.	From other States
1	921, 9 25, 900	1.521.346 788 787 149,862	276.75 28.76.75 28.76.75	4 99), 997	12 19 1	1.9.3 21.9.3	30.	Total.
	8,702,39		674,749				1839.	Arrived at Buffalo.
	17, 500 ,617		5,302,769				183%.	From Buffalo west to other States.
	30,000		6,827.621				_	Total.
		791,916 364,681	######################################					lucrenso from oth er States east, of 1932 over 19×1
				675,573	, a	36,878 96		from the er States of 1882 veor 1851

C.

D. Account of Property cleared at Buffalo and pass- A Statement of property arriving at Whitehall, on the Champlain Canal, and passing north, in

ARTICLES.	W hole	To	To
APTICUES.	amount.	Vermont.	Canada.
Ashes, bbls.	5		•
Beer, do	42	10	
Beet and pork do	4,260	63	3,105
l'hour do	24,780	11,103	43
Western salt, bush.	86 025	51,005	
Foreign do do	5,875	3,453	
Agricultural products,	-,	0,200	
pounds	338,095	141,790	22,461
Brick, clay, sand, &c.	000,000	111,.00	20, 201
pounds,	795,192	311,465	
Buffalo robes and deer	100,100	011,100	
skins,pounds,	87,212	1,665	77,861
Cool, do	565,061	213,311	77,001
Cotton, do	195,806	147,641	1 911
Household furniture,do	107 101	9,650	1,311
L'orses de l'armetire, do	107,121	9,000	
Horses, do	6,600	100 864	504 205
Hides, do	981,242	193,764	564,725
Merchandize, do	16,129,274	8,411,324	1,309,867
Western plaster, do	566,672	271,496	
N. S. plaster, do	499,939	232,012	6,600
Pig iron, do	424,267	178,694	i
Stone do	391,167	108,407	
Tallow do	398,713		311,761
Kaga, do	11,200		
Hogs, do	8,000		8,000
1 . 2.	•		

A Statement of the property cleared at Whitehall, on the Champlain Canal, south, during the season of 1832.

THE BEARDIN OF 100	% •		
ARTICLES.	Whole	From	From
	amount.	Vermont.	Canada.
Ashes,bbls.	992	135	
Beef and pork, do	5,074	4,062	
Charcoal,bush.	3.360	•	
Graindo	17,600	12,321	
Domestic spirits,gal.	109,124	80,120	
Glass,boxes,	10,095	3,521	
Agricultural produc-	,	-,	
tions,pounds,	257,283	178,143	
Butter & cheese, do	1,233,647	1,103,335	
Copperas,do	85,090	85,080	
Furs and peltry,do	16,140	1,225	10,533
Household furniture, do	338,993	122,269	112,237
Hoop-poles and lath,do	1,699,036	522,675	114,001
Iron and nails, do	3,501,734	255,160	
Iron ore,do	480,620	200,200	
Iron castings, do	19,180	13,250	
Leached ashes,do	70,000	20,000	
Manganese,do	227,305	227,305	
Merchandize, do	126,700	83,654	
Rags,do	13,920	2,100	9,327
Starchdo	198,514	198,514	9,000
Stone, wrought; do	1,346,399	1,116,261	
Sand;do	314,800	127,347	
Staves and heading, .do	165,353	63,000	
Sundries,do	300,611	168,175	
Wool 1	410 0e1	100,170	
Wool,do	412,961	326,173	
Paper,do	139,490	76,850	700 654
Sawed lumber,feet,	53,075,647	5,103,160	700,654
Timber, do	736,495	245,150	
Shingles,m	4,026	125	
Wood,cords,	4,536	165	
Post and rails,	471		
1	E.		

An Account of Property passing through the Glen's-Fall feeder towards tide-water, and the amount of tolls received thereon at Fort Edward, during the year 1852.

, , , ,	
Sawed lumberfeet	7,528,483
Squere and round timber	129,604
Woodcords	5,553
Lime	706,507
Staves	818,500
Merchandize.	161,835
Stone (entirely unwrought)	278,000
Agricultural productions	3,456
Hoop-poles	100,700
Potash	30,600
Butter and lard	16,859
Castings (iron)	2,400
Lath (less than 5 feet in length)	48,000
Sawed marble	169,439
Furniture	33,576
Pork	700
Shaved hoops	8,250
Rails 3,200, posts 5,370	8.570
Shingles	626
	-
Amount of toll received, \$7,803 99.	
P 4	Callandar

FELIX ALDEN, Collector Collector's Office, Fort Edward, Dec. 8, 1832.

Improved Method of Using Wheel-Drags.
W. BADDELEY. [From the London M [From the London Mecha-

was, that the friction of the wheel upon the stones caused the evolution of considerable heat, which dried up the road in the track of the wheel, and at length produced a charring of the fellies, as was shown by the escaping of small quantities of smoke, accompaned with a strong smell of burning wood. On reaching the bottom of the hill, I went up to the waggon and found that it was furn thed with a proper shoe or drag, but that the driver chose to lock the wheel in preference to us ng the drag. The reason appeared to be, that the former was the easier method; for if the shoe had been used, it would have been necessary to back the waggon out of it, whereas the locking chain was disengaged in an instant, by simply striking off a ring.

Few persons are perhaps aware of the extent to which wheels are continually injured by this practice; first, by the actual wear of the iron tire; and, secondly, by the mischiev ous effects of the heat upon the wooden fel-lies. I have repeatedly observed on Ludgate and Holborn hills, and other places, both in town and country, that unfortunately this is a regular practice, partly arising from laziness, and in part from the real difficulty of backing

a loaded vehicle out of the drag.

It has therefore occurred to me, that a very simple remedy may be provided for this evil, by rendering the use of the shoe as convenient as the locking-chain. And this may be done in several ways: thus, for instance, by using a drag-chain of such a length as to permit the wheel to roll off it, and to take it up short enough to carry the wheel, when it is to be dragged by the same simple fastening at present used for the locking chain; viz. a ring sliding on a bent pin. In this way the drag may be used, and when the vehicle reaches the bottom of the hill it may be instantly and easily disengaged, and when the wheel has rolled off may be hooked up out of the way. Or the shoe may be permanently fixed by a chain behind the wheel, and connected with the chain-drag, when required, in the way before mentioned; when done with, it may be disengaged from the drag-chain and replaced behind the wheel.

Improved Method of Aquatinta Engraving.

By Mechanics' Magazine and Register of Inventions and Improvements.

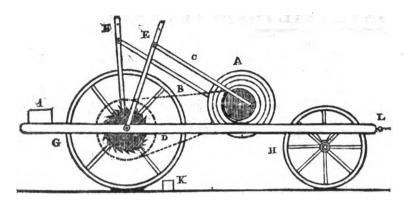
SIR,-If the following short account of the method of effecting aquatinta engraving is thought worthy of a place in your valuable pub-

lication, it is at your service.

After the intended figure is outlined, by etching or otherwise, the plate is covered all over with a ground of rosin, Burgundy pitch, or mastic, dissolved in rectified spirits of wine; this is done by holding the plate in an inclined position, and pouring the above composition over it. The spirit of wine almost immediately evaporates, and leaves the resineus substance in a granulated state, equally dissolved over every part. The granulations thus produced, if examined through a magnifying-glass, will be found extremely regular and beautiful. When the particles are extremely minute, and near to each other, the impression from the plate ap-pears to the naked eye exactly like a wash of Indian ink; but when they are larger, the gra-nulations appear more distinct. This powder or granulation, is called the aquatinta grain. The plate is next heated to make the powder adhere; and in those parts where a very strong shade is wanted, it is scraped away; but where strong lights are wanted, a varnish is applied. The aqua fortis, properly diluted with water, is then put on with a piece of wax, as in common etching or engraving; and by repeated applications of this process, scraping where darker shades are required, and covering the light parts with varnish, the final effect is produced.

Decrease from the process from the sale and the other evening, I noticed a very heavily laden west-course for lists veor 18:1

Decrease from the process from the sale and the other evening, I noticed a very heavily laden west-course was long kept secret. It is even said that for try waggon going down the hill with one of the wheels locked; the consequence of which reckoned excellent specimens.) for drawing



[From the London Mechanics' Magazine.]
PROOF OF THE ADVANTAGES OF LONG LEVERS
LOCOMOTIVE MACHINES.—Sir: I had writ-IN LOCOMOTIVE MACHINES.—Sir: I had written separate replies to most of the opponents that which it is impossible for it to effect on a of my theory of locomotion; but, finding in plain road with plain wheels.
their papers so much truth intimately mingled

6. (And which is the burden of all from the with so much error, I perceived my remarks beginning.) That gearing of long radius will were, and must be, far more extended than I practically pass a locomotive machine with wished them to be, or than your pages would plain wheels through difficulties which gear-reasonably permit. I therefore thought all use-ling of short radius cannot do. ful purposes would be answered by sending the following conclusions, arrived at by the va-rious reasonings of your correspondents, and by multiplied experiments of my own, by which nimity of temper as some of your corresponthey will see how far I am convinced of the dents, it has arisen more from playfulness of truth of what they have advanced, and how far I retain my original opinions: such are the beneficial uses of discussion.

renders it unnecessary to send the promised drawing of a carriage, without spoke or axle, and here I particularly wish to give part of my intended answer to S. Y., page 94. He says, "the difficulty of obtaining those outward abutments" is the great obstacle. I agree with him, that it is one great difficulty, that is to obtain abutments of sufficient hold or strength; he will never furnish; the abutments must be and light power in emergencies, those abut-ments may be made, in all useful cases, sufficient; instance, a ton-weight, balanced on an der a good and true illustration, in some cases,

2. That my 9th proposition is not to be considered as an universal one, because a locomotive machine may be worked by levers of the lengthening the bottom. This, as the follow-second order, as well as by those of the first ing experiment shows, may be done, and in

order, as is exemplified below.
3. That an open-topped steam cylinder has a different effect on a locomotive machine to a close-topped cylinder is again different in its power of locamotive action to a horizontal one, and that the action of spur or bevil gearing is different in effect to the action of cranks of the

same radius. 4. That my 5th proposition is only partially necting rods working on these pins. correct, being right in some cases and wrong D, two or more ratchet wheels fastened to the in others; consequently, that the theory of the axle of the carriage wheels, E, F, two or more m others; consequently, that the theory of the axle of the carriage wheels, E, F, two or more application of power in various ways to a locomain levers pulling round the ratchet wheels found all instruments of iron. Seljie's country more classes, each class embracing two or more orders, which classification I shall hereafter deorders, which classification I shall hereatter describe. The following leading principle, mentioned vol. 15, page 150, I think includes all classes: "These cannot be advancing motion attained to, if any one repeats the experiment. There are forty-nine forges at work merely in the campong of Marpow, but the mandows and attained to, if any one repeats the experiment. There are forty-nine forges at work merely in the campong of Marpow, but the mandows and spears which he uses himself, and gives to his favorite warriors, are obtained further north. Those men live in a state of nature, building nothing fulcium that is either innihoveable or much hickes described in Treatises on Mechanics, but

Any remarks upon these conclusions I shall be happy to peruse, and to reply to; and if I have not heretofore written under such equadents, it has arisen more from playfulness of spirit than from any unbecoming feeling, but I

will restrain it in future.

I have long been trying to work a locomotive Conclusions.—1. That my 8th proposition, vol. 15, page 44, is virtually admitted, and that the radius of the wheel, and am happy to the fulcrum of locomotion is the ground. This renders it unnecessary to send the promised drawing of a carriage, without spoke or axle, the rin of a coach wheel has often been received the return of the radius of the promised that effect. marked, and the nature of the cycloidal curve explained, but until the promulgation of the wheelbarrow problem, vol. 14, page 191, I do whereas, without a shifting leverage, it must intended answer to S. Y., page 94. He says, explained, but until the promulgation of the difficulty of obtaining those outward abutments" is the great obstacle. I agree with him, that it is one great difficulty, that is to obtain abutments of sufficient hold or strength; he wants an iron cog rail, to use a great force at, with a short lever; but that a common road with a short lever; but that a common road with a short lever; but that a common road with a short lever; but that a common road with a short lever; but that a common road works and the latter of the latte does (see page 8); but in moving this distance, taken as they are; and by using a long lever it first proceeds very slowly, then very rapidly, and light power in emergencies, those abut—then slowly again, so that the top of a wheel is always advancing very much faster than the bot-tom. In makingonly one-eighth of a revolution, equal armed lever, will require another ton, the top starting point of the wheel will have ad-therefore the fulcrum or abutment will carry vanced more than 12 times as far as the bottom and be forced by 40 cwt.; but if you balance starting point—consequently, by constantly the ton on a 20 to 1 armed lever, the fulcrum making the top of the wheel the place of the will only be forced by 21 cwt. and may hold power, and constantly making the bottom of when it would not with 40 cwt. This I consi-the wheel (as it is) the place of the fulcrum, the wheel (as it is) the place of the fulcrum, and the axle the place of the locomotive resisof the force of long levers on my locomotive ful-trums, and of the advantage of such levers. | may be made to have a great effect, as in the wheelbarrow problem, especially if the top radius of the wheel can be lengthened without theory may be done without limit, so that a power (abating friction), however small, may be made to locomote a weight, however large, over an obstacle of any definite height. Can Science do more for locomotion than this?

Let A be a locomotive power (I used a strong spiral spring) turning a wheel carrying two or more, if needful, pins, BC, two or more con-necting rods working on these pins.

on quite a different principle as regards situation and leverage. The longer these main levers are the less power will be requisite to effect the motion, and any obstacle can be locomoted over with plain wheels that the wheels will hold on without slipping. A carriage might be worked on good ground, with only the common power requisite for a level road, by any ordinary gearing (represented by the dotted lines,) and a pair or more of these levers, occasionally used, would take the carriage through

any difficulty.

I placed the machine on a level plane, with an obstacle K under the power wheel equal to one-tenth the distance of the wheel. I then tried how much statumetive, or horse power, at L, must be exerted horizontally to draw the machine over the obstacle, and found it, say. 56; I next wound up the spring until it indicated a power equal to 56, and when the connecting rods, B C, were fastened to the levers E F, near to the full radius of the wheel, this power of 56 also locomoted the machine over the obstacle. Again I shifted the rods until they were attached to the levers, E F, considerably beyond the rim of the wheel, when a power on the spring, equal to 25, effected the locomotion over the obstacle, and I believe I could have lengthened the levers until a power of 5 or less, or even a fraction, would have effected the same locomotion (slower, of course.) Next I attached the rods to a short radius on the levers, when it required a power on the spring equal to 200 to effect locomotion over the obstacle.

This I consider a very successful experiment; forcibly showing the power and practical advantages of long levers in surmounting locomotive difficulties—as in extreme cases, we

comotive dimculties—as in extreme cases, we can have the leverage of large wheels without the incumbrance of their weight.

A permanent power of 25 might be amply sufficient for such a machine as this to carry; whereas, without a shifting leverage, it must abutment being more forced at than in this machine.

I cannot become coach proprietor or com-mon carrier; but I hope Mr. Gurney will be induced to try the effect of occasional long levers—he need not then fear any hill or newly made road that horses can travel upon. As I before stated, I see no obstacle to the success of steam carriages on common roads but their vast weight, in proportion to their power; and this obstacle I know not how to overcome without abatement of speed.
Yours, &c.

SAXULA.

December 12, 1831.

THE IRON OF BORNEO.—The iron found all along the coast of Borneo is of a very superior quality, which every person must know who has visited Pontiana or Sambas. At Bangermassing, it is, however, much superior; they have a method of working it which precludes all necessity of purchasing European steel. But the best iron of Bangermassing is not equal to that worked by the rudest Diak; all the best kris-blades of the Bugis rajahs and chiefs are manufactured by them; and it is most singular, but an undoubted fact, that the farther a person

this excellent iron, and make blades sought after by every Diak, whose hunting excursions have in view the possession of the poor creature's spear or mandow as much as his head, strange as it may sound.

Instruments made of it will cut through over wrought and common steel with ease. We have seen penknives shaved to pieces with them by way of experiment; and one day a wager of a few rupees having been made with Seljie, that he would not cut through an old musket barrel, he without hesitation put the end of it upon a block of wood and chopped it to pieces without in the least turning the edge of the mandow. In the sultan of Cotti's house there are three

muskets, formerly belonging to Major Mullen's detachment, which are each cut more than half through in several places by the mandows of the party which destroyed them. This circumstance being mentioned to Seljie, he laughed, and said that the mandows used on that occasion were not made of his iron, otherwise the barrels would have been cut through at every stroke.—[Abridged from an article in the Singapore Chronicle.]

Remarks on Mr. White's experiments on the cohesion of cements, with a tabular view of their results, reduced to a common scale. By B. Bevan, Esq. [From the Philosophical Magazine and Journal.]

GENTLEMEN,—The papers on cements, communicated by Mr. White, and published in the Philosophical Magazine and Annals, N. S. vol. xi. pp. 264 and 333, are of considerable importance on account of the numerous facts they contain. They enable the architect and builder to know where, and in what manner, to apply the different kinds of cement, and the deree of stress which may safely be laid upon

A careful perusal of the numeral results will point out several common errors, in respect to the cohesive properties of Roman cement and pozzolano, under different modifications, and under various degrees of exposure to moisture.

And as you probably may be of opinion that an abstract of the results given in those papers, reduced to one common scale in a tabular form, may be acceptable to some of your readers, and save much time to individuals, I take the liberty of sending one.

-	_			Col		strengt
•					₽€	r inch
Cement	t in bars,			lbs.	1	Mean.
Age	6 days,	1 dry		474		
•	• •	2 vari	able -	360	,	356
		3 wet		234	•	
Age	47 days,			516	Í	
		2 vari	able -	564	}	
		3 wet		270	•	
Age	94 days,	1 dry		210	ĺ	
	• •	2 varia	able -	618	}	380
		3 wet	.	312)	
Age	187 days,	1 dry		534	j	
_	•	2 vari	able -		}	519
		3 wet		336		
Mean	of the d				433	
	V	ariable			562	
	V	ret -			288	-
	salt wat				924	
	51 per c		water,	,	330	
	64 do.		do.		215	
3 par	ts cemen	t, 2 par	ts san	d, -	456	
1 par	t cement	, 1 part	brick	dust,	312	
Bricks,			,			
3 pts.	. cement,	2 sand	, 6 mc	onths,	375	
3 d	lo.	2 ?	-		362	
All ce	ement,		9 mc	onths,	360	
Pavir	ng bricks	, best s	ort, -		253	
	Do.	secon	ds, -		194	
Com	mon build	ling bri	ck, Lo	ndon,*	43	
Com	mon brie	kø, Soh	0, -		412	
	ylinders,					
Taid	in cemer	ıt, -	`		27	
Laid	in cemer	it and s	and.		58	•
			 ,		48	
					89	

Brick piers,				
Laid in cement, 2 parts,)			
Laid in cement, 2 parts, rough lime, 1 pt.	1	mo	nth	41
sand, 1½ parts,	•			•
pozzolano, 3 pts docking lime,1 p	} 6	W	eek	s 7
pure cement,	' -	_	-	21
pozzolano, 1; s	ton	e		
lime, 1,	-	•	-	81
Atkinson's cemer	nt,	1;		
sand, 1, -	-	-	-	254 494
ditto,	•	-	-	49 <u>i</u>
cement, 4 ; lime,	1,	-	-	17

The apparent deficiency of strength in these experiments probably arose from the position of the resultant and strain in being on one side, instead of in the middle of the piers.

Force required to crush, per square inch P. 337.

A 14 inch brick pier, laid in cement, -Pozzolano, 3 parts; ground lime, 1, Atkinson's cement, 1; sand, 1, 470 296 410 Pozzolano, 4; lime, 1, Ditto, 3; Dorking lime, 1, Stone-lime, 1; sand, 3, Portland stone pier, 2300 Yours, truly, B. BEVAN.

P. S.—From the disproportions between the cohesive strength of pure cement and cement used in brick work, it is desirable that further experiments should be made on this subject.

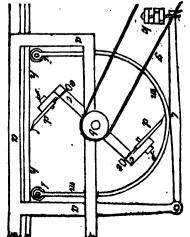
* Stowbridge fire bricks have a strength of 790 lbs. per square inch. The bricks I used at Greenwich Well were made at Fenny Stratford, and would support 715 lbs. per square inch; equal to the strength of Yorkshire stone.

ENGLISH PATENT.

Patent to M. Muin. Engineer, for improvements in machinery for preparing Boards for Flooring, and other purposes. Granted De-cember 22, 1831.

pass under a set of revolving adze cutters, by which they are reduced to uniform thickness. The annexed is a sketch of the revolving adzes, where a a a show a cast iron frame, with a pulley, or trigger, for giving motion to the cutters d, which are connected with a horizontal axis tance equal in length to one pin: a cutting edge adjusting screws, to regulate the depth of cut; and ff are binding screws, for securing the in length to one pin.

cutters when adjusted. g b show a band by 2. The forceps holding the wire moves on cutters when adjusted. g b show a band by which the motion of the steam engine, or other first mover, is transmitted to the revolving cutters. h h show the board to be acted upon, and i i are two rollers resting upon the board, and by means of the weight k, the lever l, and the bent frame m m, prevent the board from rising while under the operation of the cutters.



The boards are brought forward to the cutters by means of a chain passing over a drum situated where the frame is shown imperfect. From different links of the chain descend hooks, which hold the end of the board and force it forward as the drum revolves, and when the last end of the board is brought under the drum it is to be pushed forwards by the introduction of another board, and a hook from the chain applied to the farther end of that, and so on in succession, during the operation of the machine.

The favorable opinion which we formerly gave of Mr. Muir's planing machine has been completely borne out by the success of the machine, and we have every reason for believing that the patent before us will prove an im-portant addition to his former invention.—[Reg. of Arts.

IRON BOATS-Expedition to the Niger.-Extract of a letter from Mr. Richard Lander, da-ted Isle de Loz, Coast of Africa, Sept. 6, 1832, on board the Quorra Steamer:—"I write merely to inform you we arrived here on the 3d instant, all well, and leave for Cape Coast this evening. All the vessels have behaved very well. We have had several tornadoes: the lightning was felt more on board the Quorra than the iron steamer; it remained on our decks, but it merely struck the sides of the lat-ter, and glided off into the water. This will give you an idea that an iron vessel is even sa-fer than one built of wood. On board the Quorra we suffer much from the smell of bilge water, while the iron boat has not made one inch of water since she sailed from Liverpool, and she is never warmer than the water she floats

[From Babbage's Work on Economy of Machinery, &c.] cember 22, 1831.

In the third volume of the present series of the "Register," page 65, we have described a machine, by this patentee, for performing at once the several operations of sawing, planing, grooving, and tonguing flooring boards, and his present patent is for an addition to the same, by which the boards are reduced to a uniform thick. which the boards are reduced to a uniform thick-ness, and therefore completed for laying on the ples, will furnish a strong and interesting conjoists. For this purpose the boards are laid trast with the manufacture of pins by the huupon their faces, or planed sides, and made to man hand. In this machine, a coil of brass wire is placed on an axis; one end of this wire is drawn by a pair of rollers through a small hole in a plate of steel, and is held there by forceps.

As soon as the machine is put in action—

1. The forceps draws the wire on to a dis-

by means of the rectangular arms cc; ee are of steel then descends close to the hole through which the wire entered, and severs a piece equal

> until it brings the wire into the centre of the chuck of a small lathe, which opens to receive it. Whilst the forceps returns to fetch another piece of wire the lathe revolves rapidly, and grinds the projecting end of the wire upon a steel mill which advances towards it.

3. After this first, or coarse pointing, the lathe stops, and another forceps takes hold of the half pointed pin, (which is instantly relieved by the opening of the chuck,) and conveys it to a similar chuck of another lathe, which receives it, and finishes the pointing on a finer steel mill.

4. This mill again stops, and another forceps removes the pointed pin into a pair of strong steel clams, having a small groove in them by which they hold the pin very firmly. A part of this groove, which terminates at that edge of the steel clams which is intended to form the head of the pin, is made conical. A small round steel punch is now driven forcibly against the end of the wire thus clamped, and the head of the pin is partially formed by pressing the wire into the conical cavity.

5. Another pair of forceps now remeyes the pin to another pair of clams, and the head of the pin is completed by a blow from a second punch, the end of which is slightly concave. Each pair of forcepts returns as soon as it has delivered its

burthen; and thus there are always five pieces of wire at the same moment in different stages of advance towards a finished pin. The pins so formed are received into a tray, and whitened, and papered in the usual manner.

About sixty pins can thus be made by this machine in one minute; but each process occupies exactly the same time in performing.

Public Improvements in Washington.—Re port of the Commissioner of the Public Buildings, of the expenditure of the appropriations for Public Improvements in the City of Washington, in the year 1832.

Washington, December 13, 1852. Sin:-In obedience to the act of March 3 1829, "making appropriations for the public buildings, and other purposes," I have the honor to report, that the expenditures out of the appropriations of last session, committed to my charge, have been as follows:

Improving Pennsylvania avenue, **\$28,492 08** Conveying water to the Capitol, Conveying water to the public offices, Improving the Capitol square, Improving the President's square, 24 222 71 2,597 93 997 67 3,000 00 Alterations and repairs in the Capitol, 1,442 04

4,572 34

in the President's House, Paving the walk from the western gate to Capitol,

Erecting a keeper's house, and improving the burial ground reserved for Members of Congress, &c.

1.500 The advanced state of the season when the appropriations were made, and the awful epidemic which visited our city shortly thereafter. paralyzing to a great extent, and for a considerable time, every effort to procure laborers, have prevented the completion of the principal works. The annexed report of Mr. Wever, who super-intends the improvement of Pennsylvania avenue, act of last session directs that the centre way be paved in a permanent manner, and the side-ways will fall short of the estimated cost the sum of covered with the best gravel that could be obtain-\$48,288 75. ed. It was, however, found impracticable to carry on both operations at the same time, without great inconvenience and increased expense. The gravelling of the side-ways was therefore suspended until the paving of the centre was finished; and this circumstance affords an opportunity of authorizing the entire width of the avenue to be done in the same permanent manner, if it should meet the approbation of Con-Mr. Wever's report exhibits an estimate of the difference in expense which this would

occasion. A fountain of pure water, discharging sixty gallons per minute, has been secured, and the water conveyed in iron pipes to within a short distance of its ultimate termination at the Capitol. One of the capacious reservoirs is nearly finished, and the material for the other is being prepared.

The fountain on square two hundred and forty nine has been conducted in iron pipes to the nearest offices; but it has yet to be extended to the President's House and more remote offices, and the reservoirs and hydrants are to construct.

Respectfully submitted,

J. ELGAR, Com. Pub. Buildings. Hon. Speaker of the House of Representatives.

Washington, December, 12, 1832.
Siz: That part of the Pennsylvania avenue between 3d and 14th streets, embracing a distance of 4,888 feet, or nearly one mile, has been completed, as far as the graduation and macadamized cover of the centre space are concerned. The macadamized cover is forty-five feet in width, and nine inches in depth, composed of three strata of metal; the two first of which are of stone reduced to particles not exceeding four ounces, and the last of particles not exceeding three ounces, in weight.

expected appearance of the cholera, rendered it mulate and become annoying. The altitude of prudent to undertake, with a view to completion, the centre cover is, to the base, nearly as one to

no more than could certainly be accomplished, forty; that of the sides will vary, some parts will under those circumstances, within the month of be a little more, and some a little less, curved. November. Much exertion was used to effect what has been done. The contractors labored under many and serious difficulties, but succeeded in effecting what was expected.

The existing law, making an appropriation for the improvement of that avenue, provides that the spaces between the centre macadamized cover and the side drains shall be graduated, and then covered with gravel of the best quality. It was impracticable to carry on this operation simultaneously with that on the centre, unless at what was deemed an unjustifiable increase of expense. Those spaces were indispensable as places of deposite for the material of which the macadamized cover was formed. If they had not been thus occupied, the material would necessarily have been handled at an increased expense; besides, the prosecution of that part of the work would have created an additional demand for labor, which could not have been obtained, unless at an advance of wages. During the winter season this work cannot progress with propriety, and as a suspension has necessarily taken place, and must continue during the winter, I would respectfully suggest the propriety of an application to Congress for such modification of the law as will admit of the extension of the macadamized cover over the whole extent of the travelled space of the avenue. If the cover on those spaces be made of gravel of the best quality, it will soon wear rapidly, and occasion much dust in dry weather, and mud in wet weather. The mud will be carried on the wet weather. macadamized part, and be productive of injury

The accompanying statement, marked A, shows that, for the completion of that part of the ave-uue as contemplated to be improved by the existing act of Congress, and, on the plan directed by that act, that is, with a gravel cover on the side spaces, it is estimated that an additional sum of \$29,082 75 will be requisite; and that for the will show the progress made in that work. The completion of the same extent, on the modified plan, now suggested, the present appropriation

Several depressions were originally formed transversely of the surface of the avenue for the purpose of conveying the water across it. Those depressions were unsightly in appearance, were at all times annoying interruptions to the free passage of carriages, and in winter were dangerous. They have been considered totally inadmissible in the principal avenue of the metropolis of the republic, and have been abolished by the substitution of subterranean arched drains. construction of those drains considerably enhanced the cost of the road bed formation.

The graduation of the avenue was a task of some difficulty. The buildings, at opposite points, were found seldom to occupy the same level, and respect was due to them in any system of graduation which might be adopted. This was an This was an embarrassing circumstance. After much examination and deliberation, an intermediate level was generally adopted as the basis of the cross section of the road. It was believed that this course was calculated to give more general satisfaction to the property holders, as well as be most likely to give to the avenue the best appearance of which it was susceptible, in consequence of the existence of this unfortunate circumstance. This plan was of this unfortunate circumstance. This plan was approved by the Mayor of the city; and so far, I have heard of no exception to it. A confident belief is indulged, that, when it is fully developed, A confident by the entire completion of the work, it will prove satisfactory to the citizens of Washington and the public generally. By this plan the centre will be perfectly formed, whilst any inequalities of curvature or convexity, which must be submitted to because of the circumstance before adverted to, will be confined to the side spaces exclusively. A greater rise or convexity than is ordinarily admitted in macadamized roads has been given to this road, in order that the rain water may flow more freely, and thus relieve the avenue from a The advanced state of the season, and the portion of the dust which would otherwise accu-

The two centre rows of trees have been r moved, so that the entire space between the side drains now constitutes a single and very superior way. It is believed that the foot pavements ought to be increased in width, so as to include within their curbs the trees which are now exterior to them. The trees, as now situated, are liable to be injured by passing carriage and are also an obstruction to the approach of carriages, &c. to the foot pavements. With a view also of perfecting the avenue, and securing it from a deposit of mud carried from the cross streets, it is proposed to macadamize a portion of those streets. To effect these desirable objects, those streets. as well as to promote the utility and beauty of the avenue, and at the same time fully to develope the adopted plan of improvement, I have prepared an estimate of the expense, amounting to the sum of \$69,634 72, and which is herewith communicated, marked B. The estimate may probably be considered large, and, if the improvement be authorized, may be found more than sufficient. It is, however, my rule to make such estimates as may be fully relied upon to effect the object intended.

I feel so confident that the plan now proposed

is the only correct one, and that, if executed, it will be so regarded by every one who may see the work, that I will be excused by urging it upon your consideration, and earnestly suggesting the propriety of an application, on your part, for a correspondent modification of the law, and for the funds necessary to carry it into effect.

Before I close this communication, permit me to remark, that not only the more speedy, but also the more economical, completion of the work will be materially promoted by an early action of Congress on the subject.

Respectfully submitted, CASPAR W. WEVER. Joseph Elgar, Esq. Com. Pub. Buildings, Washington City.

Statement of the estimated cost of the improvement of the Pennsylvania avenue, as contemplated by the act of Congress.

The M'Adamized cover will be 11,300 feet in length, by 45 feet in width, and embraces 56,-500 superficial yards; an half will cost about 70 cents a yard, and the other half about 75

28,250 yards, at 70 cents, 28,250 yards at 75 cents, 19,775 00 21,187 50

40,962 50 58,200 yards of gravelling at 45 cts., 26,190 Graduation and subterranean drains, 12,500

Paving 10,500 square yards of side drains, at 38 cents, Contingencies, 10 per cent.

3,150 8,280 25

Deduct the present appropriation,

91,082 75 62,000

\$29,082 75 Shewing that the sum of \$29,082 75 will be necessary, in addition to the present appropriation, to complete the work as directed by the

existing act of Congress. But if it be determined to cover the entire space with broken stone instead of gravel, then an addition of thirty cents a yard on 58,200 yards, or \$17,460, must be added, as well as 10 per cent. on this last sum for contingencies, making together \$19,206; which sum, with the above \$29,082 75, produces the aggregate

sum of \$48,288 75.

R.

Statement of the estimated expense of the improvement of the Pennsylvania avenue, by extending the foot pavements not less than 54 feet on each side, and forming the side drains about 4½ feet wide; macadamising the centre space, which would then be not more than 109 feet between the curbs; setting a line of curbs, of granite, 8 inches thick, on

each side of that part of the avenue between the Capitol square and the President's square, with suitable returns at the cross streets; and macadamizing the cross streets for about 50 feet on each side of the macadamized cover of the avenue.

The macadamized cover as now authorized (see statement A.)
49,674 yards additional macada-mized cover, at 75 cents, 40,962 50 37,255 50 Graduation and subterranean 12,500 13.930 feet of curb stone, set at 19,502 \$1 40 a foot, 10,500 yards side drains, at 30 cents a yard, 5,556 yards of foot pavement to take up and rc-lay, at 25 cents, 3.150 1.389 Macadamized cover on cross streets, say 50 feet on each side of the cover of the avenue, would require about 9,500 yards at 75 cents, 7,125 9,750 72 Contingencies, 8 per cent. 131,634 72 Deduct the present appropriation, 62,000 **8**69.**6**34 72

There will then be required the sum of \$69,-634 72 to complete the work on the plan here suggested, which is deemed the proper plan, and is very earnestly recommended.

Application of Projectiles to Rescuing from Fire. [From the London Mechanics' Maga-

We extract from the "Supplement" alluded to in the article on "Mr. Murray's Plan of Instanta-neous Communication with Stranded Vessels," (see page 51,) the following proposition for the application of Mr. Murray's pistol and arrow to

the purposes of a fire-escape:

"I have already particularly referred to the application of the arrow and line to the instantaneous formation of fire, and it has been mentioned that the cord projected over a building was found quite sufficient to draw a rope over the roof. The suggestion was to make it thus effective for an extended rope ladder, which might be instantaneously formed on both sides of the building. The parallel ropes employed in the formation of the rope ladder must needs be kept separate by bars of wood alternating with rope, in order to prevent approach; and a single rope would suffice, there being steps attached to the side like the stirrup, the footstep having its base formed of wood, which would thus preserve an open space; the rope might be either projected at once over the roof and fastened on the opposite side, or the arrow be fired into one of the highest windows, or wherever required; to the top of the rope attached to the line might be fastened a lantern, to direct proceedings; a hammer and staple with a tally, instructing the inmates to drive the staple firmly into the floor, for fastening the rope of escape to it. For the purpose of facilitating the descent of the timid or helpless, the rope refer-red to might be supplied with two or more blocks, with pullies on each side, through which patent sash cord might pass for the purpose of raising or lowering a square basket, for the re-

METEOROLOGICAL RECORD FOR THE WEEK ENDING MONDAY, FEBRUARY 25, 1833. EBPT IN THE CITY OF NEW-YORK.

municated tor the American Railroad Journal.]

Date	Hours.	Barom- eter.	Thermo-	Winds.	Strength of wind.	Clouds from what direction	Weather and Remarks.
Tuesday, Feb. 19	6 a. m.	29.68	42	38W	moderate	WaW	cloudy
-	10	.73	44	. • •			—rain
	2 p. m.	.78	44	••			rainy-cloudy
	6	.70	43	••		٠	cloudy
	10	.75	41	••	١	l	l *
Wednesday, " 20	6 a. m.	.84	40	86 WEW	1		l
· ·	10	.89	42	WsW			l
	2 p.m.	.80	48				l
	6	.84	· 46		1	<i>.</i> .	ł
	10	.95	35				i
Thursday, "21	6 a.m.	30.08	25	NNW	'	i	cloudy—fair
	í	'	!	ł	•	(waw)	
	L 10	.15	30	NW-WEW		1 - 7 5	fair—scud cloud from wave
	F	l				WNW	The second second with the
	2 p. m.	.11	34	WSW-WNW	fresh	w bys-wnw	1
	6	.14	32	WNW	moderate	, www	1
	10	1 .19	30	i "			clear
Friday, " 22		.20	30	sw by w		Waw	fair [from wew
	10	.20	38		fresh	"""	The state of the s
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	ž p. iii.	.00	42	••	moderate	•••	beautifully variega
	10	29.98	38		light	••	[ted cirri
Saturday, " 23.	1	.95	35	-:-	moderate	S	ciear
Salurusy, " 25.	6 a. m.	30.05	44	8W	moderate		fair
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	2 p.m.	.10	42	NW to NE		••	
			34	NE	•••	• • •	l ··
	10	.15	34	NNE		1	bank of cloude at MNV
			م ا	Ι.	4	(WSW)	1
Sunday, " 24	6 a. m.	29.94	35	ин бун		l	cloudy—wind scude from a
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	!	1	l	1	ı	(WaW)	
	10	.83	38	••		}}	—clouds moving swiftly
	ì	1	1	ļ	l	(az)	1
	1	ł)	•	ŀ	(DW)	frie ben lemie ee & Leek .
	2 p. m.	.57	46		1	{ ssw }	fair-bar. low't at 5, bank o
	•	l .	l	1	ı	(ESE)	cloude rising from waw
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	1	1	1	• • • • • • • • • • • • • • • • • • • •	1	(Waw)	(
Monday, "25	. 6 a. m.	30.00	18	!	fresh strong	1) (fair-wind scude from my
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	10	.02	24	`	strong	1)::(l
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	6	18	24	NNW	moderate	l ""	l ::
	10	.30	22	MA	1	1	clear
1	1 10			· " " " " " " " " " " " " " " " " " " "		ı	knacen

Average temperature of the week, 36.16

arrangements for the purpose are more complete same time securely in the roof. The firemen than those of Mr. M., and are most of them will descend by the ladder into the window, and equally adapted to the present invention, we putting the persons to be removed into the bag, shall here add the account given of them by Mr. lower them down into the street by the single

attached to it, and a cord reeved through it of roof, the firemen ascend and proceed as before sufficient strength to bear the weight of the lad-directed." der. In order to prevent the sides of the ladder from collapsing, the steps are made of copper or iron tube, fastened by a piece of cord passed through the iron tube and into the links of the chain until the tube is filled. The steps thus fastened are tied to the chain with No. 14 cop-

establishment of Edinburgh. As the Edinburgh show themselves, fastening the hooks at the Braidwood, in his excellent work on fire-en-chain. If the flames are issuing from the windows below, the bag when filled is easily drawn "The apparatus necessary for this fire-es-cape is a chain ladder, 80 feet long, a single chain or rope of the same length as the ladder, on fire stand by itself, or if access cannot be a canvass bag, a strong cross steel bow, and a had to the roof by means of the adjoining fine cord of the very best workmanship and ma-houses, the lead-bullet with the cord attached is terials 130 feet long, with a lead-bullet of 3 thrown over the house by means of the cross-ounce weight attached to one end, and carefully bow; to this cord a stronger one is attached, wound upon a wooden cone, 7 inches high, and and drawn over the house by means of the for-7 inches broad at the base, turned with a spiral mer; a single chain is then attached and drawn groove, to prevent the cord slipping when over in like manner; and to this last is attach-wound upon it; also a small pulley with a claw ed the chain-ladder, which, on being raised to the

[COMMUNICATED FOR THE N. Y. AMERICAN.] At a regular meeting of the New York Lyceum of Natural History on Monday evening, Captain M. C. Perry, of the United States' Navy, a member of the Society, presented a meteorological journal kept under his direction on board of the United States' ships North Carolina, Concord and Cyane, during fastened are tied to the chain with No. It coppers the cord of invalids or females and children; and by the steps provided, some intrepid and enterprising individual might ascend for facilitating the rescue of the infirm and timid.

"There are cases wherein no fire-escape hitherto proposed would have proved effective in saving the helpless inmates. I may mention, as an instance of this description, the configuration of Mr. Haigh's cotton-inilis, at Coine-Bridge, near Huddersfield, some years ago, and in which seventeen individuals perished, as recorded in the pyramidal tomb reared over their ashes in the neighboring church-yard."

A mode of rescue similar to this of Mr. Muray-souly that a cross-bow is used instead of the pistol and arrow—has been already success-the pistol and the pistol and the cord between the cord being sortioned in th

MODERN TRAVELLING. [From the London Quarterly Review.]

May we be permitted, since we have montioned the Arabian Nights, to make a little demand on our readers' fancy, and suppose it possible, that a worthy old gentleman of this said year—1742—had fallen comfortably asiesp à la Dodswell, and never awoke till Menday morning in Piccadilly? 'What coach, your honor?' says a ruffian-looking fellow, much like what he might have been had he lived a hundred years back. 'I wish to go home to Exeter,' replied the old gentleman, mildly. 'Just in time, your honor—here she comes—them there gray horses—where's your luggage? 'Don't be in a hurry,' observes the stranger; 'that's a gentleman's carriage.' It ain't! I tell you, says the cad, 'it's the Comet, and you must be as quick as lightning.' Nolens volens, the remonstrating old gentleman is shoved into readers' fancy, and suppose it possible, that a worthy lens, the remonstrating old gentleman is shoved into the Comet, by a ead at each cibow, having been three times assured his luggage is in the hind beet, and twice three times denied having occular demonstration of the fact.

However, he is now seated-and What gentle man is going to drive us? is his first question to his fellow-passengers. 'He is no gentleman, sir,' says a person who sits oppposite to him, and who happens to be a proprietor of the coach. 'He has been on the Comet ever since she started, and is a very steady young man.' 'Pardon my ignorance,' replies the regenerated; 'from the cleanliness of his person, the neatness of his apparel, and the language he made use of I mistook him for some enthusiastic Bachelor of Arts, wishing to become a charioteer after the manner of the illustrious ancients.' You must have been long in foreign parts, sir,' ebserves the proprietor. In five minutes or less, after this parley commenced, the wheels went round, and in another five, the coach arrived at Hyde Park gate; but long before it got there, the worthy gentleman of 1742 (set down by his fellow-travellers for either cracked or an emigrant from the Backwoods of America) exclaimed, "What! off the stones already?"— 'You have never been on the stones,' observes his neighbor on his right; 'no stones in London, now, sir.' But we are going at a great rate,' exclaims again the stranger. 'Oh no, sir,' says the proprietor, 'see never go fast over this stage. We have time al-"we never go fast over this stage. We have time allowed in consequence of being subject to interrup-Five-and-thirty minutes, however, bring them to the noted town of Brentford. 'Hah!' says the old man, becoming young again—'what, no improvement in this place? Is old Brentford here? a national diagrace!' tions, and we make it up over the lower ground.

In five minutes under the hour the Comet arrive In five minutes under the hour the Comet arrives at Hounslow, to the great delight of our friend, who by this time waxed hungry, not having broken his fast before starting. Just 55 minutes and 37 seconds,' says he, 'from the time we left London!—wonderful travelling, gentlemen, to be sure, but much too fast to be safe. However, thank heaven, we are arrived at a good looking house; and now, we site? I hope you have got breakf——.' Before the last syllable, however, of the word could be reconcerned the worthwold centlements head struct pronounced, the worthy old gentleman's head struck the back of the coach by a jerk, which he could not account for (the fact was, three of the four fresh horses were bolsters), and the waiter, the ins. fresh horses were bolsters), and the waiter, the ins, and indeed Hounslow itself, disappeared in the twinkling of an eye. Never did such a succession of doors, windows, and window shutters pass so quickly in his review before—and he hoped they might never do so again. Recovering, however, a little from his surprise—'My dear sir,' said he, 'you told me we were to change horses at Hounslow? Surely, they are not so inhuman as to drive these poor animals another stage at this unceroiful rate!" Change horses, sir ! says the proprietor; 'wby we *Change horses, sir!" says the proprietor; 'wby we changed them whilst you were putting on your spectacles, and looking at your watch. Only one minute allowed for it at Housslow, and it is often done in fifty seconds by those nimble-fingered herse-keepers." 'You astonish me—but really I do not like to go so fast.' 'Oh, sir, we always spring them over these six miles. It is what we call the hespital ground.' This alarming phrase is presently interpreted: it intimates that horses whose 'backs are setting down instead of up in their work'—some getting down instead of up in their work'-some that won't hold an ounce down hill, or draw an ounce up'—others 'that kick over the pole one day, end over the bars the next,' in short all the reprobates, styled in the road slang bokickers, are sent to

lithe hospital ground, as the 'bokickers' feel their legs, il bolt. In thirty seconds more, they are offand the collars get warm to their shoulders; and staid team, so styled by the proprietor, in the having ten outsides, the luggage of the said ten. 'Let em' go,' says the artist, so soon is and a few extra packages besides on the roof, she rells rather more than is pleasant, although the cen-tre of gravity is pretty well kept down by four not slender insides, two well laden boots, and three buge trunks in the slide. The gentleman of the last contury, however, becomes alarmed; is sure the horses are running away with the coach—declares he perceives by the shadow, that there is nobody on the box, und can see the reins dangling about the horses' heels. He attempts to look out of the window, but his fellow traveller dissuades him from deing so : "You may get a shot in your eye from one of the wheels. Keep your head in the coach, it's all right, depend on't. We always spring 'em over this stage.' Persuasion is useless; for the horses increase their speed, and the worthy old gentleman looks out. But what does he see? Death and destruction before his eyes? No to his surprise he finds the coach man firm at his post, and in the act of taking a pinch of snuff from the gentleman who sits beside him on the bench, his horses going at the rate of three miles in the minute at the time. But supthree miles in the minute at the time. But sup-pose any thing should break, or a linch pin should give way and let a wheel loose? is the next appeal to the communicative but not very conselling proprietor. 'Nething can break, sir,' is the reply of the very best stuff; axistrees of the best H. Q. ron, faggoted edgeways, well bedded in the timbers —and as for linch pins, we have not one about the doach. We use the best patent boxes that are manufactured. In short, sir, you are as safe in it as if you were in your bed.' Bless me, exclaims the old man, 'what improvements! and the roads!?' 'They are at perfection,' says the proprietor; 'ne horse walks a yard in this coach between London and Ex-eter—all trotting ground now.' 'A little galloping ground, I fear, whispers the senior to himself! But who has effected all this improvement in your paving? 'An American of the name of McAdam, was the reply—'but coachmen call him the Colossus of Roads. Great things have likewise beer sus of Roads. Great things have likewise been done in cutting through hills and altering the course of roads: and it is no uncommon thing new-s-days to to see four herses trotting away merrily down a hill on that very ground where they were formerly seen walking up hill.

*And pray, my good sir, what sort of horses may you have over the next stage? "Oh, sir, no more bokickers. It is hilly and severe ground, and requires cattle strong and staid. You'll see four as fine horses put to the coach at Staines as you ever saw in a nobleman's carriage in your life." Then we shall have no more galloping—ao more springing them, as you term it? 'Not quite so fast over the next ground,' replied the proprietor; 'but he will make good play over seme part of it; for example, when he gets three parts down a hill he lets them loose, and cheats them out of half the one they have to ascend from the bottom of it. In short, they are half way up it before a horse touches his collar; and we must take every advantage with such a fast coach as this, and one that loads so well, or we should never keep our time. We are now to a minute; in fact, the country people no longer look at the sun when they want to set their clocks; they look only to the Comet. But depend upon it, you are quite safe; we have nothing but first rate artists on this coach.' 'Artist! artist!' grumbles the old gentleman, 'we had no such term as that.'

'I should like to see this artist change horses at the next stage,' resumes our ancient, 'for at the last it had the appearance of Magic—"Presto, Jack, and begone!"' 'By all means; you will be much for at the gratified. It is done with a quickness and case almost incredible to any one who has only read or heard of it; but use becomes second nature with us. Even in my younger days it was always half

an hour's work—sometimes more.'
The coach arrived at Staines, and the ancient gentleman pute his intentions into effect,—though he was near being sgain too late; for by the time he could extract his hat from the netting that suspended it over his head, the leaders had been taken from their bars, and were walking up the yard towards the stables. On perceiving a fine, thorough-bred herse led towards the coach with a twitch fas-

'Let em' go,' says the artist, so soon is he firmly seated upon his box. With this, the near leader rears right on end, and if the rein had not been yielded to him at the instant, he would have fallen ackward on the head of the pole. The mome the twitch was taken from the nose of the thorough-bred near wheeler, he drew himself high to the ex-tent of his pole-chain—his fore legs threshed out before him—and then, like a lion lessened from his toil, made a snatch at the coach that would have before the pole of the coach that would ns tost, made a snatch at the coach that would have broken two pair of traces of 1742. A steady and good willed horse, however, his partner, started the coach himself, with a gentle touch of the thong, and away they went off together. But the thorough bred one was very far from being comfortable; it was in win that the coach man wind to table; it was in vain that the coachman tried to sooth him with his voice, or stroking him with the crop of his tool, i. e. whip. He drew three parts of the coach, and cantered for the first mile, and when he did settle down to his tret, his snorting enald be heard by the peaseugers, being as much as to say, "I was not born to be a slave." In fact, as the proprietor now observed, 'he had been a fair plate horse in his time, but his temper was always queer."

After the first shock was over, the Conservative of the 18th century felt comfertable. The pace was the 18th century felt comfortable. The pace was considerably slower than it had been over the last stage, but he was unconscious of the reason for its being diminished. It was to accommodate the queer temper of the race-horse, who, if he had not been humored at starting, would never have settled dewn to his tret, but have ruffled all the rest of the team. He was also surprized, if not pleased, at the quick rate at which they were ascending hills, which, in his time, he should have been asked by the coechman to have walked un, but his alcanya was short. man to have walked up—but his pleasure was short-lived; the third hill they descended produced a re-turn of his agony. This was what is termed on the road a long fall of ground, and the coach rather pressed on the horses. The temper of the race-horse became exhausted; breaking into a canter, he was of little use as a wheeler, and there was then nothing for it but a gallop. The leaders only wanted the signal; and the point of the thong being thrown lightly over their backs, they were off like an arrow out of a baw: but the rocking of the coach was awful, and more particularly so to the passengers on the roof. Nevertheless, she was not in danger; the master-hand of the artist kept her in a direct line; master-hand of the artist kept her in a direct line; and meeting the opposing ground, she steaded, and all was right. The newly-awakened gentleman, however, begins to grumble again. 'Pray, my good Sir,' says he anxiously, 'do use your authority over your coachman, and insist upon his putting the drag chain on the wheel, when descending the next hill.' I have no such authority,' replies the proprieter. 'It is true, we are now drawn by my horses, but I cannot interfere with the driving of them.' 'But is he not your servant?' 'He is, Sir; but I contract to work the coach so many miles in so many hours, and he engages to drive it, and both are subj fine if the time be not kept on the road. On so fast a coach as this, every advantage must be taken, and if we were to drag down such hills as these, we should never reach Exeter te-day.

Our friend, however, will have no more of it He quits the coach at Bagshot, congratulating him-self on the safety of his limbs.

The worthy old gentleman is now shown into a room, and, after warming his hands at the fire, rings the bell for the waiter. A well-dressed person appears, whom he of course takes for the landlord. 'Pray sir,' says he, have you any slow coach down this road to-day?' 'Why, yes, sir,' replies John; "we shall have the Regulator down in an hour.' 'Just right, said our friend, it will enable me to break my fast, which I have not done to-day." Oh, sir, observes John, 'these here fast drage be the ruin of us. 'Tis all hurry sourry, and no gentleman has time to have nothing on the road. What will you take, sir? Mutton-chops, veal-catlets, besf-steaks?'

At the appointed time, the Regulator appears at the door. It is a strong, well-built drag, painted what is called chocolate color; bedaubed all over with gilt letters—a bull's head on the doors, a Saracen's head on the hind boot—and drawn by four
strapping horses; but it wants the neatness of the
other. The passengers may be, by a shade or two,
of a lower order than those who had gone forward with the Comet; nor perhaps is the coach with a twitch has been a few of the Mr. Horse-keeper? You are going to put an unit other. The passengers may be, by a shade or two, ruly horse in the coach. 'What? this here are?—of a lower order than those who had gone forward growls the the man; 'the querest hanimal alive, with the Comet; nor perhaps is the coachman quite bates, styled in the road stang betickers, are sent to work these is miles—because here they have growls the the man; 'the querest hanimal alive, with the Comet; nor perhaps is the coachman quite nothing to do but to gallop—not a pobble as big as sir 's as he showes him to the near side of the pole. Is a nutmeg on the road, and so even, that it would not disturb the equilibrium of a spirit-level.

The touch, however, goes faster and faster ever you are about, Bob | don't let him touch the roller. Is till his appearance is respectable, and perhaps in

ing. Neither has he the agility of the artist on the gulation height, Sir, says the coachman; we arn't Comet, for he is nearly double his size; but he is a allowed to have it an inch higher;—sorry we can't strong, powerful man, and might be called a pattern eard of the heavy coachman of the present day—in other words, a man who drives a coach which carries sixteen passengers instead of fourteen, and is rated at eight miles in the hour instead of ten.
What room in the Regulator? says our friend to the waiter, as he comes to announce its arrival. the waiter, as he comes to announce its arrival. Fall inside, sir, and in front, but you'll have the backgammen beard all to yourself, and your luggage is in the hind boot.' Backgammen board! Pray what's that? Do you not mean the backet?' Oh no, sir,' says John, smiling—'no such a thing on the road now. It is the hind-dickey, as some call it; where you'll be as comfortable as possible, and can sit with your back or your face to the coach, or both, if you like.' 'Ah, ah,' continues the old gentleman; 'something new again, I presume.' However, the mystery is cleared up; the ladder is reared to the hind wheel, and the gentleman safely seated on the backgammon board

Before ascending to his place, our friend has cast his eye on the team that is about to convey him to Heriford Bridge, the next stage on the great western read, and he perceives it to be of a different stamp from that which he had seen taken from the coach at Bagehot. It consisted of four moderate sized horses, full of power, and still fuller of condition, but with a fair sprinkling of blood—in short the eye of a judge would have discovered something about them not very unlike galloping. 'All right!' cried the guard, taking his key bugle in his hand; and they proceeded up the village, at a steady pace, to the tune of 'Scots wha hae wi Wallace bled,' and continued at that pace for the first five miles. 'I am landed,' thinks our friend to himself. Unluckily, however, for the humane and cautious old gentleman, even the Regulator was now to show tricks. Although what now is called a slow coach, she is timed at eight miles in the hour, through a sat extent of country, and must of course make play where she can, being strongly opposed by hills lewer down the country, trifling as these hills are, no doubt, to what they once were. The Regulator, moreover, leads well, not only with passengers, but with luggage; and the last five miles of this stage, called the Hertford bridge flat, have the reputation of being the best five miles for a coach to be found at this time in England. The ground is firm, but elastic; the surface undula-

ting, and therefore favorable to draught; always dry, not a shrub being near it; nor is there a stone upon it much larger than a marble. These advantages, then, are not lost to the Regulator, or made e of without sore discomposure to the solitary

benant of her backgammon board.

Any one that has looked into books will very re dily account for the lateral motion, or rocking, as it is termed, of a coach, being greatest at the greatest distance from the horses—(as the tale of a paper kite is in motion whilst the body remains at rest;) and more especially when laden as this coach was—the greater part of the weight being forward. The Regulator takes but twenty-three minutes for these gulator takes but twenty-three minutes for these selebrated five miles, which cannot be done without 'springing the cattle now and then; and it was is one of the very best of their gallope of that day, that they were met by the coachman of the Comet, who was returning with his specach. When coming sut of rival yards, coachmen never fail to cast an eye to the loading of their opponents on the road, and new that of the natty Artist of the Comet experienced a high treat. He had a full ylew of his groundern pressures and thus described his actuation. quondam passenger, and thus described his situation.
Lie was seated with his back to the horses—his arms extended to each extremity of the guard-irons—his teeth set grim as death—his eyes cast down towards the ground, thinking the less he saw of his danger the better. There was what is called a top-heavy load —perhaps a ton of luggage on the roof, and, it may be, not quite in obedience to the Act of Parliament standard. There were also two horses at wheel whose strides were of rather unequal length, and this ope rated powerfully on the coach. In short, the lurches of the Regulator were awful at the mement of the Comet passing her. A tyro in mechanics would have exclaimed, the centre of gravity must be lost, the contribugal force will have the better of it, over she must go!

The centre of gravity having been preserved, the centre of gravity having been preserved, the centre of gravity having been preserved, the Duff Green, F. P. Blair, Gales & Seaton, Boatenan has again had enough of it. 'I will walk into Devonshire,' said he, as he descended from his perilous exaltation. What did that rascally waiter been by telling me it was a slow coach? and, increase to be duly chosen.

the eyes of many, more in character with his call-||over, look at the luggage on the roof!" 'Only replease you, Sir, but we will try and make room for you in froat. ' Fronti nulla fides,' mutters the worthy to himself, as he walks tremblingly into the house—adding, 'I shall not give this fellow a shil-

ling, he is dengerous.'

The Regulator being off, the waiter is again applied to. 'What do you charge per mile posting?'

One and sixpence, Sir.' 'Bless me, just double!

Let me see—two hundred miles at two shillings per mile, postboys, turnpikes, &cc., £20. This will newer do. Have you no coach that does not earry luggage on the tep? 'Oh yes, Sir,' replies the waiter, 'we shall have one to night, that is not allewed to carry a band-box on the roof.' That's the coach for me; pray what do you call it?' 'The Quicksilver mail, Sir; one of the best coaches out of London— Jack White and Tom Brown, pick'd coachmen, over this ground--Jack White down to-night.' 'Guardthis graund—Jack white down to-night. Oddarded and lighted? 'Both, Sir; blunderbuse and pistols in the sword case; a lamp each side the coach, and one under the footboard—see to pick up a pin the darkest night of the year.' 'Very fast?' Oh no. Sir, just keeps time and that's all.' 'That's the coach for me, then,' repeats our hero; 'and I am sure I shall feel at my case in it. I suppose it is what used to be called the Old Mercury.'

Unfortunately, the Deavonport (commonly called the Quicksilver) mail is half a mile in the hour faster than most in England, and is, indeed, one of the miracles of the road. Let us, then, picture to ourselves our anti-reformer snugly seated in this mail, on a pitch-dark night in November. It is true she has no luggage on the roof, uor much to incommode her elsewhere, but she is a mile in the hour faster than the Comet, at least three miles quicker than the Regulator; and she performs more than half her journey by lamplight. It is needless to say, then, our senior soon finds out his mistake, but there is no remedy at hand, for it is the dead of the night, and all the mns are shut up. He must proceed, or be left behind in a The climax of his misfortunes then approaches. Nature being exausted, sleep comes to his aid, and he awakes on a stage which is called the fastest on the journey,—it is four miles of ground, and twelve minutes is the time! The old gentleman starts from his seat, having dreamed the horses were running away with the coach, and so, no doubt, they might be. He is, however, determined to convince himself of the fact, though the passengers assure him, 'all's right.'
'Don't put your head out of the window,' says one of them, 'you will lose your hat to a certainty :' but advice is seldom listened to by a terrified man, and next moment a stentorian voice is heard, crying, 'Stop, coachman, stop—I have lost my hat and wig!' The coachman hears him not—and in another second the broad wheels of a dennwaggon have for ever demolished the lost head-gear. But here we must leave broad wheels of a depawaggon have for ever demoi-ished the lost head-gear. But here we must leave our adventurous Gilpin of 1742. We have taken a great liberty with him, it is true, but we are not with-out precedent. One of the best chapters in Livy contains the history of 'an event which never took place.' In the full charm of his imagination, the historian brings Alexander into Italy, where he never was in his life, and displays him in his brightest colours. We father our sins, then, upon the Patavinian.

HOME AFFAIRS.

CONGRESS.

Wednesday, 20th .- IN SENATE Mr. Naudain presented several resolutions of the Seneral Assembly of the State of Delaware, praying re-organization of the Militia of the United States.

Also, various resolutions of the same Legislature, relative to the tariff; both which series of resolutions

were laid on the table.

On motion of Mr. Smith, the bill amendatory to the revenue act of 1832, and re-imposing a duty on sheet copper, for ships bottoms, was taken up and considered as in Committee of the Whole.

The bill was then ordered to be engrossed and

ead a third time.

The bill form the House, for the gradual improve ment of the navy of the United States, was read twice, and referred to the Committee on Naval Affairs.

The Senate having proceeded to the election of Printer to that body for the next Congress, the fol-

Printer to that body for the next congress, the following ballotings took place, viz:

1st 2d 3d 4th 5th 6th 7th 8th 9th
Duff Green, 16 19 19 21 21 29 90 91 32

F. P. Blair, 17 17 17 15 13 11 11 10
Gaige & Seaton, 8 7 5 5 6 10 11 11 9
Boatering, R 1 2 0 1 0 2 0 2

So, on the 9th balloting, Duff Green was declared

Special Orders.

Mr. Poindexter concluded his remarks at fifteen minutes before three, when
Mr. Webster said a few words in reply.

replied to by Mr. Poindexter; after which, the fol-lowing bills were read severally and referred:

The bill making appropriations for the Indian De-partment for the year 1833;
The bill to create sundry new Land Offices, and

to alter the boundaries of other Land Offices of the United States;
The bill making appropriations for the support of

the army for the year 1833.

Mr. Foot presented the petition of Isaiah Brown, praying for a patent, which was referred to the Committee on Public Lands.

On motion of Mr Grundy,

The Senate then took a recess until 5 o'clock. House of Representatives.

Mr. Horn offered the following resolution:—
Resolved, That the Committee of Ways and Means be instructed to inquire into the expediency of repealing so much of the act of Congress, passed the 14th of July, 1832, entitled "an act to alter and amend the several acts imposing duties on imports," as pro-vides that certain articles therein mentioned shall not be imported at a less rate of duty than would have been chargeable upon the raw material consti-tuting the chief value, if imported in an unmanufactured state.

Mr. Horn explained the object of his resolution. After some remarks from Mr. Dearborn, Mr. Cambreleng, and Mr. Huntington, the latter moved to lay the resolution on the table.

Mr. Speight moved the previous question, which, after an ineffectual motion by Mr. Denny for the Order of the Day, was seconded, and the main ques-tion was ordered and put, when the House adopted he resolution.

The House took up the special order of the day, which was

The Tariff Bill.

The question was on the motion submitted by Mr. Taylor to reconsider the vote concurring in the amendment of the Committee of the Whole to lay a of duty two cents per pound on raw cotton imported.

Mr. Vinton asked for the ayes and noes, which were ordered and taken, when the motion was nega-tived by a vote of ayes 72, noes 105. So the House refused to lay the motion on the table.

The question was then on the reconsideration of

Mr. Blair, of South Carolina, asked for the year

and nava. The question being taken on the motion for reconsideration, when it was decided in the affirmati on a division, by yeas and nays, by a vote of ayes 91, noes 77. So the motion was agreed to.

The question recurred on the amendment of the Committee.

[From the Washington Globe.]

ANALYSIS OF PROCREDINGS.—During the evening ession in the Senate, on Wednesday, Mr. Grundy addressed the Senate about three hours in support of the provisions and general principles of the bill further to provide for the collection of duties on imfurther to provide for the collection of duties on imports. Mr. Ewing then followed in support of the bill in a speech of about an hour and a half. When Mr. E. had concluded, Mr. Tyler moved the Senate adjourn, which was negatived—yeas 5, nays 27. The question was then taken on the final passage of the bill, which was carried by the following vote—yeas 32, nays 1. The Senate then adjourned.

Thursday, Feb. 20—In SENATE.
The vote by which the Senate heretofore agreed to take a recess daily from three to five o'clock, was on motion of Mr. Kane, rescinded. On motion of Mr. Clay, the bill modifying the several Tariff laws, was taken up as in Committee of the Whole. The several amendments reported by the Select Commit-tee, to which the bill had been referred, were adopt. ed, after some discussion, in which several members participated. Mr. Clay moved to amend the bill, by fixing the period of its commencement a quarter of a year later than originally reported, which was

agreed to.

Mr. Glay then moved to amend the bill, by adding at the end of the third section as amended, a provision that the permanent duty of 20 per cent. to be assessed after 1842, should be calculated upon the market value of the merchandize at the port where it may be entered and not upon its foreign value. Upon this amendment a prolonged debate took place, in which Messers Clay, Smith, Forsyth, Holmes, Calhoun, Clayton, Dallas, Kane, Silsbee, Poinder, ter and Tyler, took part; when Mr. Moore moved to amend the amendment by adding a provise that

This proviso was discussed by Mesers. Black, Clay, Calhoun, Holmes, Moore, Forsyth, Smith and Miller; when, before the question was taken, Mr. Holmes moved an adjournment, which was carried, Ayes 22, Noes 19.

HOUSE OF REPRESENTATIVES.

A bill from the Senate authorizing the President to cause the line between the States of Illinois and Indiana, to be run and durably marked, was passed with an amendment

The Special Order (the Tariff Bill) was call ed, when Mr. Dickson moved to postpone it until Saturday (this day being specially set apart for the business of the District), for the purpose of making some disposition of the Bill from the Senate, above referred to. The motion was advocated by Mesers. Dickson, Irvin, Ellsworth and Sutherland, and op-posed by Messrs. Cambreleng, Clay, Thompson, of Georgia, Bouldin, Archer, Clayton and Isacks, and rejected—yeas 86, nays 99.

The House then resumed the consideration of the Tariff Bill. The amendment of the Committee of the Whole, which proposed to strike from the Bill the clause fixing a duty of 15 cents until 1834, and afterwards a duty of 10 cents per gallen on olive oil, was agreed to. The amendment fixing a duty of 25 cents per gallon on linseed, hemp seed, and rape seed oil, was amended by inserting a duty of

20 cents per gallon on olive oil, and concurred in.

The amendment of the Committee striking out the section imposing a duty of one cent per pound on coffee, after September, 1833, was concurred in—yeas 117, nays 57. The amendment striking out the section imposing a duty on teas was concurred in—yeas 108, nays 63. The House then, at six o'clock P. M., adjourned.

February 22.—In SENATE.

The various bills lying on the table, waiting for their third reading, were taken up, read a third time, and passed.

On motion of Mr. Forsyth, the Senate then pro ceeded to the consideration of Executive business.

When the doors were re-opened-

The Senate proceeded to the consideration of the

bill to modify the acts imposing duties on Imports.

After considerable debate, the question being upon
Mr. Clay's motion to amend the bill (so as to require
a home instead of a foreign valuation, after the year

So the amendment was agreed to. HOUSE OF REPRESENTATIVES.

Mr. Hoffman rose and announced to the House the decease of James Lent, Jr. a Member of the House of Representative from the State of New-York. Af-ter some appropriate remarks, Mr. H. submitted the following resolutions, which were unanimously a-

dopted:
1. Resolved, That the members of this House will testify their respect for the memory of James Lent, deceased, late a member of this House from the State of New-York, by wearing crape on the left arm for the

remainder of the present session of Congress.

2. Resolved, That this House will attend the funeral of the late James Lent, to-morrow at 11 o'clock, A. M. and that a Committee be appointed to take order for, and to superintend, the said funeral.

3. Resolved, That a massage be sent to the Senate to notify that body of the death of James Lent, late a member of this House, and that his finneral will take unfavorable to those articles than to articles subject place to-morrow at 11 o'clock.

The House then adjourned.

Saturday, February 23.—In SENATE.
At 11 o'clock the Senate attended the funeral of the Honorable James Lent, late a member of the House of Representatives, from the State of New

At half past one, the Senate convened and proceeded to business.

The Chair communicated a letter from the Secretary of State, transmitting statements of the names of seamen and passengers arrived in the ports of the United States during the last year.

Mr. Dallas presented a remonstrance from sundry manufacturers of worsted yarn resident in Philadel-phia against a reduction of duties on those articles.

New Tarif Projet.
On motion of Mr. Clay, the Senate resumed the onsideration of the "bill to modify the Act passed July 14, 1832, entitled an act to alter and amend the several acts imposing duties on imports,"—the ques-tion being on Mr. Smith's motion to strike out that part of the 2d section of the Bill which increases the duty on Kendal cottons and plains, &c. from five per cent to fifty.

The Bill was then reported to the Senate, and the

the valuation should be uniform at all the ports of several amendments adopted in the Committee of the United States. to strike out the words in the third section requiring that such duties should be laid as are neces ary to an economical administration of the Government.

Mr. Dallas and Mr. Webster contended that this clause had no legal effect whatever, but amount to an admonition to 'our successors that duties here-after should be laid with a view to revenue only and

The discussion was continued by Mesers. Clay, Forsyth, Webster, and Buckner, and at 8 o'clock the motion was still undecided.

P. S.—Half past 9. Mr. Clay's Tariff Bill has just been ordered to be engrossed and read a third time without a division.

Mr. Dallas's amendment failed by a large majority HOUSE OF REPRESENTATIVES

At half-past eleven o'clock, the body of the Hon-James Lent, deceased, attended by the pall bearers, the committee of arrangements, &c., was placed in the Hall of Representatives.

The President of the United States, the heads of Departments, the Senators and the officers of the Senate, and a numerous concourse of citizens of both sexes, entered the Hall about the same time

The funeral service was performed by the Rev. Mr. Hammett, Chaplain of the House; after which the procession moved to the congressional burying ground, situate on the eastern branch of the Potomac.

At 2 o'clock, P. M. the House was called to order; but a quorum not being present,

The House adjourned.

Monday, Feb. 25th.—In SENATE.
Mr. Smith, from the Committee on Finance, re ported the Bill making appropriations for the support of the army for the year 1833, without amendment.

The Senate resumed the consideration of the "bill to modify the Act of the 14th of July, 1832, and all other Acts imposing duties on imports."

House of Representatives.

Revenue enforcing Bill.

The special order (the tariff bill) being called,
Mr. Bell said he hoped the House would refuse to
ake up the special order, until some disposition was made of the hill from the Senate further to provide for the collection of duties on imports.

The House then refused to take up the Special

order; Yeas 80, Nays 106.

Mr. Clay New Tariff Project.

The House then resumed the consideration of Mr.

Verplank's Tariff bill.

Mr. Letcher moved to re-commit the hill to the Committee of the Whole, with instructions to strike out all after the enacting clause, and insert the bill pending in the Senate (Mr. Clay's) on the same subject, and that the Committee report the bill this day.

The motion was assented to—Yeas 96, Nays 54,

Half past 8 Evening—Mr. Clay's Bill.
In the Senate, Mr. Smith, in the evening session, finished his speech against the bill.

Mr. Bell, of N. H. gave his reasons for voting for

Mr. Dickerson moved to recommit the bill from the Committee from which it was reported, with instructions so to amend it as to regulate the reduction of duties on articles now subject to a specific duty in such a manner that the reduction should not be more to an advalorem duty.

Mr. Mangum spoke in favor of the bill.

Mr. Holmes made sone remarks on the same side.

Mr. Dickerson spoke at considerable length a gainst the bill.

Mr. Clay then rose and supposed a case of the pas ge of this identical bill to an engrossment in the other House, in which case, it would be admitted that it would be unnecessary for the Senate to deba e the matter longer at this time. He also suggested that those gentlemen who were prevented by constitution. al scruples from giving their votes for the bill would, probably, be reconciled to its support in case it should come to us from the House of Representatives.

It was known to the Senate some minutes before Mr. Dickerson closed his remarks, that the bill had passed to a third reading in the House, and there was gence. The House took the matter up in this informal way or rather hasty way, in order to rid the bill of the objection which had been raised against it as a of the objection which had been raised against it as a Revenue Bill which could not be originated in the Senate. It was learned therefore that those members of the House of Representatives who oppose the bill, would raise the question or privilege against it.]

The Senate, on motion of Mr. Clay, then adjoitined.

Blair, John Blair, Been, Bouck, Bouldin, Branch, Chinh, Claiborne, Clay, Clayton, Coke, Connor, Cerwin, Coulter, Craig, Creighton, Daniel, Daves, Doubleday, Drayton. Draper, Chinday, Fitsgerald, Foster, Cai.

Tuesday, February 25.—In SENATE On motion of Mr. Hendricks, the Senate pa to consider the bill for the continuation of the Cam berland Road, in the States of Indiana and Illinois.

Mr. Hendricks moved to amend the bill by i ing an additional appropriation of \$125,000, for re-pairing the Cumberland Road east of the Ohio.

The amendment was agreed to.

Mr. Hendricks moved to amend the bill, by adding a section authorizing the Secretary of the Treasury, with the approbation of the President, to change a part of the location of the road.

The amendment was agreed to.

The bill having been reported, the amendments were concurred in. The bill wes then ordered to be engrossed and read a third time

The bill from the House to modify the act of the 14th of July, and other acts imposing duties on Imports, was read a first time, and ordered to a second

reading.

The bill of the Senate on the same subject was then laid on the table.

The Senate then adjourned.

House of Representatives. The Tariff Bill.

As amended by inserting the whole bill of Mr. Clay, in the shape in which it has been ordered to a third reading in the Senate, was read a third time.

and the question being on its passage—
Mr. Huntington, after a few remarks on the great
importance of this question, moved a call of the

House.

The House was called accordingly.

It appeared that 201 members were present.

Mr. Burges moved to suspend further proceeding on the call, but the motion failed—Ayes 69, Noes 78.

The doors were then closed, and the excuses of

absentees received. Proceedings were then suspended, and the doors of the hall again opened.

Mr. Burges remonstrated very warmly against the passage of the bill; and in the course of his res adverted with some severity to the agency of Mr.

Clay, in originating the measure.

Mr. Jenifer replied with warmth to this part of the speech, and vindicated the purity of Mr. Clay's

motives and purposes

Mr. Foster said his constitutional objections to the bill had been removed by a closer examination of its provisions. Still he did not like the bill, but was willing to take it as an experiment.

Mr. Denny delivered at considerable length the asons that would induce him to vote against the bill.

Mr. Daniel replied to the remarks of Mr. Burges in respect to Mr. Clay, and vindicated the general ebjects of the bill. He demanded the Previous Question; but withdrew his motion at request of

Mr. Burges, who briefly, but severely rejoined.
Mr. Sutherland then made a highly animated speech

in opposition to the bill.

Mr. Carson demanded the Previous Question; but

Mr. Caron delimined the Trotton delection, set the motion failed, only 65 rising to second it.

Mr. Bates, of Maine, then gave the reasons why he should vote for the bill; and

Mr. Pendleton stated the grounds upon which he

should vote against it.

Mr. McDuffie, though not believing the bill proposed to make to the South all the concession to which they were justly entitled, yet he believed, such as it was, it would give peace to the country, and therefore would vote for it.

Mr. Speight moved the Previous Question, but

immediately withdrew the motion.

Mr. Huntington asked the Yeas and Nays on the passage of the bill, which were ordered.

Mr. Bates, of Mass. made his protest against the bill. as a total surrender of the principle of protection. Mr. Williams now moved for the previous ques

The motion was seconded--Ayes 93, Nocs 65. Mr, Dickson called for the year and nays on the

previous question, and they were ordered. The previous question was then put as follows: Shall the main question be now put?

The year and nays being taken, stood-Year 118,

The year and mays being sales, 1988 S5.

The main question, viz: Shall this Bill pass 7 was then put, and decided by year and nays, as follows: YEAS.—Messrs. Adair, Alexander, Chilton Allen, Robt. Allen, Anderson, Angel, Archer, Armstrong, Arnold, J. S. Barbour, Barnwell, Barringer, James Rhair Lahn Rlair Rann. Rouck, Bouldin, Branch.

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Hall, Harper, Hawes, Hawkins, Hoffman, Holland, Horn, Howard, Hubbard, Irvin, Isacks, Jarvis, Jenifer, Richard M. Johnson, Cave Johnson, vis, Jenifer, Richard M. Johnson, Cave Johnson, J. Johnson, Kavanagh, Kerr, Lamar, Lansing, Lecempte, Letcher, Lewis, Lyon, Mardis, Mason, Marshall, Maxwell, Wm. McCoy, McDuffie, McIntire, McKay, Mitchell, Newnan, Newton, Nuckolls, Patton, Plummer, Polk, Rencher, Roane, Root, Semmes, Sewall, Wm. B. Shepard, Augustus H. Shepperd, Smith, Speight, Spence, Stanbery, Standifer, F. Thomas, Philemon Thomas, Wiley Thompson, John Thomson, Tompkins, Verplanck, Ward, Washington, Wayne, Weeks, Elisha Whittlesey, Campbell P. White, Edward D. White, Wickliffe, Williams, Worthington, James Bates, Bell, Bergen, Bethune—118.

Nava.—Mesers. Adams, Heman Allen, Allison, Appleton, Ashley, Babcock, Banks, N. Barber, Bars tow, Isaac C. Bates, Beardley, Brigge, John C. Brod head, Bucher, Burd, Burges, Cahoon, Chandler, Cheate, Collier, Lewis Condict, S. Condit, E. Cooke, Bates Cooke, Cooper, Crane, Crawford, John Davis Dayan, Dearborn, Denny, Dewart, Dickson, Ellsworth, George Evans, Joshua Evans, Edward Everett, Horace Everett, Ford, Grenell, Hiland, Hall, Heister, Hodges, Hogan, Hughes, Huntington, In-rie, Ingergoll, Kendall, Kennon, Adam King, John King, Henry King, Leavitt, Mann, McCarty, Ro-bert McCoy, McKennan, Mercer, Milligan, Muh. leaburg, Nelson, Pearce, Pendleton, Pierson, Pitcher, Potts, Randolph, John Reed, Edward C. Reed, Ruscel, Glade, Southard, Stephens, Storrs, Sutherland, Taylor, Vinton, Wardwell, Watmough, Wilkin, Wheeler, Frederick Whittlesey, Young—85. Se the bill was passed, and sent to the Senate for

CONCULTANCE.

LEGISLATURE OF NEW YORK. Seturday, February 23—In Assembly.
The Governor informed the House he had signed the bill to construct the Chenango Canal.

SIMMARY.

[From the United States Gazette.] -Washington's Birth Day.

PHILADRIPHIA.—WASHINGTON'S BIRTH DAY.—Yes-terday, the One Hundred and First Anniversary of the birth of Washington, was celebrated in this city, by the laying of a corner stone for a Monument to the Father of the Nation. Notwithstanding that only a few days were taken to make preparation for the ceremonies, the procession was remarkably long, and besides most of the banners which distinguished the different trades on the centennial celebration, seweral very splendid ones, particularly appropriate to this occasion, were borne in the procession. The troops were commanded by Major General Cadwalla der; the whole civic procession was under his honor John Swift, Mayor of the city, acting as Chief Marhal, having several aids.

The Philadelphia Gazette thus remarks on the day and the celebration:

We hope that many thousand minds reverted to his history and example yesterday, and gathered from a consideration of them, new feelings of patriotic ardor, and new devotion to our noble Union. Should Meulties similar to those which beset our country in its infancy ever arise, where shall we look for his like again 1

" His was Octavian's prosperous star,
The rush of Cazar's conquering car
At battle's call;
His Belije's wirtue; his the skill
And the indomitable will And the indomitable will
Of Hannibal.
His was a Trajan's goodness; his
A Titus' nobic charities,
And righteous laws;
His the Archeen arm; the might
Of Taily to maintain the right
In Truth's just cause. The clemency of Antonine, Aurelius's countenance divine Firm, gentle, still; The eloquence of Adrian, And Theodosius' love to man, And Theodosius ave and And generous will.
In tented field, and bloody fray,
An Alexander's vigorous sway,
And starn command; And stern command;
The faith of Constantine; aye more,
The famous love Camillus bore
His native land."

Liberia.—The Philadelphia papers of Saturday atain extracts from the Monrovia Herald of the 7th of December. Things were going on prosperously with the colony. The editor of the Herald had rewith the colony. The editor of the Herald had rewith the colony. The editor of the Herald had resensity paid a visit to the Bassa Country, South of Liberia, where the slave trade was still carried on vigerously. A French vessel of only 25 tons was lying
a sanchor off the coast, waiting for the completion of

per keg, 85,140; 1,156 bris. do, at 15 per bri. 17,
attendance upon her Majesty at Brighton, as Lady
of the Bedchamber. The Marchioness is at present
in deep mourning for the death of her venerable
grandfather, Carroll, of Carrollton, the last survivgrandfather, Car

St. Thomas.

A Board for the examination of Midshipmen, whose warrants bear date prior to the first of January, 1628, will be convened at Baltimore on the first Monday in May next.

Compliment to New England .- The following beautiful compliment to New England was pronounced by the Hon. William B. Shepard of North Caro lina, in the the course of a speech delivered in the U.S. House of Representatives :—

"Did I believe it essential to the prosperity or welfare of the Southern States, that the manufactories of the North should be levelled with the dust, it would be an unpleasant duty to vote a benefit to myself which would be the entire ruin of another. A few sum mers ago, while flying from the demon of ill health I visited New England. I found the towns and vilviages crowded with an industrious and enterprize population, her hills and vallies redolent with health prosperity and contentment; every mind seemed to be intent, every hand was occupied; the world does not contain a more flourishing community. There the advantages of education are extended to the poorest individual in society, and that society receives its reaumeration in his sober, industrious and economical habits. If the divine Plato were alive he would no longer draw upon his imagination for a specia perfect republic; he would there find a community, in which the humblest individual had the same voice with his more wealthy neighbor, in laying the public burdens for the public welfare. asked myself if it were possible that the prosperity of this people could be the hot-bed production of an artificial system, or rather if it were not the result of a long continued toil, of an industry that never tired, of an economy that never slept. I looked upon the scene around me with no feelings of mur muring discontent; I felt the more rejoiced that it was a part of my country.

Mr. LENT, of Queens county, L. I., member from the first congressional district of this State, died at Washington after a short but violent illness on Friday. The House of Representatives, on communication

of the melancholy intelligence, immediately adjourn ed, after passing the usual votes of respect.

Mission to France.—It has been for some time settled point in the public belief, that the Secretary of State, Mr. Livingston, was to be the successor of Mr. Rives at the Court of France. By accounts from Washington to-day, however, it seems no Minister is to be sent; and that Leavitt Harris, long Consul-General in St. Petersburgh, has been nominated to the Senate as Charge d'Affaires to France

United States Senator for New Jersey .- The Legislature of New Jersey, now in session at Tren-ton, on Saturday made choice of Samuel L. Southard. the present Governor, as United States Senator for the ensuing six years, in the place of Malon Dicker son, whose term expires on the 4th March. The vote stood—S. L. Southard, (National,) 37; Captain R. Stockton, (Jackson,) 23. Mr. Dickerson was not a candidate. The State will be ably represented in the Senate.

The Vestry of St. Ann's Church, Brooklyn, hav called the Rev. Benjamin C. Cutler to the rectorship of that church, to be vacated the 1st of May next, by the right Rev. Dr. McIlvaine, Bishop of Ohio. Mr. Cutler has accepted the call. While we cannot but regret the loss of our respected brother's services in the City Mission, we feel bound to acquiesce in his decision, from the knowledge that it was guided by counsel from some of the best friends both of the Mission and of the Church.--[Churchman.]

MILITIA OF MAINE. By the report of the Adju tant General it appears that the militia of Maine, ac cording to the last annual return, are in number 40, cording to the last annual return, are in number 40, 006, exclusive of seven companies, from which no returns were received. They are divided as follows:—Cavalry, 1592; Artillery, 1767; Infantry, 32,092; Light Infantry, 3286; Riffemen, 1269. Seventeen Courts Martial were held during the last year at an expense of \$936 06.

Commerce of Cincinnati.—During the past five years there have arrived at the public wharf in Cincinnati 6852 steamboats, laden with produce, their aggregate burthen being 766,513 tons. During the year 1833, there were landed there, among other merchan-

ther, Gilmore, Gordon, Griffin, Thomas Hall, Wm. her human cargo. The number intended to be taken 349; 1,877,240 lbs. Bacon, 41.2 cts per lb. 84,475; Hall, Harper, Hawes, Hawkins, Hoffman, Holon board is said to have been 120. The schooner was 53,539 do Butter, 9 cts. do, 4,818; 99 brls. Linseed land, Horn, Howard, Hubbard, Irvin, Isacks, Jar. from Martinique, but the slaves were to be landed at Oil, \$35 per brl. \$3,465—Total value, \$1,171,299. FIRE AT CHARLESTON.

eer Department, Charleston, Feb. 17, 1833.

To the Hon. Henry L. Pinceney, Intendent:
Sir,—After a lapse of nearly seven years, our city
was visited last evening with a conflagration of more was visited last evening with a connagration of more than ordinary character. At seven o'clock a small wooden building, occupied by Henry Lovett, a dealer in old iron and rags, situated on East Bay, a few doors north of Market street, was discovered to be in flames. The wind at this time blowing from N. E. directed the fire towards Market street, and from thence to the lower or small meat market, a long brick arched building, covered with shingles. The fire at this time began a rapid and alarming progress westward, towards Meeting street, and progress westward, from the nature of the materials which formed the buildings in that street, great apprehensions were entertained that the squares on each side of the market would be involved in one general confla-gration. The very prompt and efficient exertions of the Axemen soon brought the long wooden vegetable stall strached to the lower market to the ground and arrested the progress of the flames, so far as the market was calculated to extend them in that quarter. The fire, however, on the South side of the street, making rapid strides in a Westwardly direction.— In the mean time, three large wooden buildings on the south side of the street took fire, and threatened to lay the whole southern section of that part of the city in ashes. At this moment the wind fortunately changed to S.E. and drove the flames back, and confined them to the buildings already on fire to the North, and by the vigorous exertions displayed by those who were aiding, the front of the houses on fire were driven out, and the flames entirely arrested.

Orders were given to make a breach by blowing up the large three story wooden building at the corup the large three story wooden binding at the corner of Anson street, occupied by Anson & Munro as a grain store, in order to prevent the fire crossing Anson street. This order was promptly executed, although the whole roof of the building was enveloped in flames, and certainly had the tendency of arresting the fire in that direction, and confined it to the Eastern side of the street, although Mr. Johnson,s Corn Store and Mill on the Western side of the st. were several times on fire, and was composed entirely of wood, yet the firemen succeeded in savingit. At this point the fire stopped. It progressed a short dis-tance up Anson st. and destroyed a very fine large three story brick building, occupied by M as a boarding house, and owned by the Misses Ross
—an attempt was made to save this house by blowing up a two story building near it, occupied by Mrs. Hutchinson, but this later building was so com-pletely enveloped by flame, that although it was levelled to the ground, yet the object in view was not obtained. At this point the fire may be said to have been arrested. Several buildings at a great distance from the conflagration, were set on fire by the fiskes, but the vigilance of the neighbors pre-

vented any disasters from this source. Connected with this subject, it affords us much pleasure to communicate to you the important aid rendered us on the occasion by Cel. Bankhead of the army, and Capt. Zantzinger of the Natchez. As soon as it was discovered that our city was in flames, the former, with Major Henman and Captain Ringgold, manned their boats with 100 men and repaired to the spot. A detachment from the Natchez, with buckets, and their officers, also made their appearance, and exerted themselves manfully and efficiently. Those gentlemen deserve our gratitude for repairing to our succour with such promptitude, and rendering services that cannot be too highly appreciated.

The number of buildings destroyed are between 30 and 40, and the value estimated at \$30,000.

MARTIN STROBEL, Principal Engineer.

[From the London Court Journal, Jan. 12.] The Comte de Survilliers (Joseph Buonaparte) is constantly surrounded by the members of his family now in town; his residence in Park Crescent is the scene of continual hospitality. His visit to Europe

for the chance of an interview with the Duke of Reichstadt having been undertaken too late, it is his intention to pass one year in England, and then return to the magnificent seat he has created in the neighborhood of Philadelphia.

The Marchioness of Wellesley has resumed her

attendance upon her Majesty at Brighton, as Lady of the Bedchamber. The Marchioness is at present in deep mourning for the death of her venerable

NEW-YORK AMERICAN.

FEBRUAEY 23, 25, 26, 27, 28, MARCH 1-1833.

LITERARY NOTICES.

SERSE AND SERBIBLLITY, by Miss Austin. Phila delphia: Carey of Lee .- Of the novels of Miss Austin, so justly characterized as "family novels," we have spoken on several previous occasions, so much in commendation, that we need do no more new than notify our readers that the Philadelphia publishers have just issued this one, not the least popular of the series.

RECORDS OF MY LIFE, by John Taylor, author of Monsieur Tonson. New-York : J. d. J. Harper .-An amusing volume, certainly, though redundant, and one which judicious pruning would render much more attractive. We quoted, in our last Saturday's Review some extracts from this book, as given in Littel's Museum; and we will not therefore now occupy our columns, burthened as they are with other claims, with many additional ones.

We give the annexed letter from Mrs. Inchbald. an actress and an authoress, though much more known in the latter than the former characterremarkable for the moral courage, honorable affection, and sense of true independence which it exhibits. Mrs. Inchbald, who was supposed to be in the receipt of large profits, lived in obscure lodgings and with great regard to economy. This was made a reproach against her by some acquaintances, and her friend Taylor apprized her of the fact. She thus replied:

My dear Sir-I read your letter with gratitude because I have had so many proofs of your friendship for me, that I do not once doubt of your kind

You have taken the best method possible, on such an occasion, not to hurt my spirits; for had you sus-pected me to be insane, or even nervous, you would have mentioned the subject with more caution, and by so doing might have given me alarm.

That the world should say I have lost my sens.

I can readily forgive, when I recollect that a few years ago it said the same of Mrs. Siddons.

I am now fifty-two years old, and yet if I were to dress, paint, and visit, no one would call my understanding in question; or, if I were to beg from all my acquaintance a guinea or two, as subscription for a foolish book, no one would accuse me of avarice. But because I choose that retirement suitable to my years, and think it my duty to support two sisters instead of one servant, I am accused of madness. I might plunge in debt, be confined in prison, a pensioner on "The Literary Fund," or be gay as a girl of eighteen, and yet be considered as perfectly in my senses; but because I choose to live in independence, affluence to me, with a mind serone and prospects unclouded, I am supposed to be mad. In making use of the word affluence, I do not mean to exclude some inconveniences annexed, but this is the case in every state. I wish for more suitable lodgings, but I am unfortunately averse to a street, after living so long in a square, but with all my labor to find one, I cannot fix on a spot such as I wish to make my residence for life; and till I do, and am confined to London, the beautiful view from my present apartment of the Surry hills and the Thames, invites me to remain here, for I believe that there is neither such fine air nor so fine a prospect in all the town. I am, besides, near my sisters here; and the time when they are not with me is so wholly engrossed in writing, that I want leisure for the convenience of walking out. Retirement in the country would perhaps, have been more advisable than in London, but my sisters did not like to accompany me, and I did not like to leave them behind. There is, besides, something animating in the reflection that I am in London, though partaking of none of its festivities.

In the midst of the serenity I have been boasting, I own that I have one sorrow that weighs heavy upon me. Much as it is supposed that I loved money, I would gladly give up all that I am at present earning, and something added to it, that I had never engaged in those unwieldly Prefaces. I have had my Memoirs, in four volumes, for years lying be-side me. A large sum has been offered for them,

to me to write these things as far as the less evil of ||usual walk before dinner, round Islington. the two, indeed as no evil; but now I fear that I should not have encountered more odium had I pub-lished my life; and yet a great deal of difficulty might have been avoided in arranging the former for publication to my advantage, by a proper assortment of subjects. As it is, I must submit, for I am bound in honor to obey. E. INCHBALD.

Mr. Taylor adds these remarks on the letter-

It may be thought that I was officious in giv. ing occasion for the foregoing letter; but, as I have said, hearing her character arraigned for avarice and meanness among the theatrical communumity, I deemed it right to adopt an intrepid since-rity, such as friendship demanded. I rememberthat my friend Mr. Richardson, whom I have before mentioned, soon after we became acquamted, on his leaving St. John's College, Cambridge, exacted a promise from me that I would tell him whatever I might hear to his disadvantage, that he might reform if the charge was just, or defend himself if false. This rule I have always observed with those dear to me.

Mrs. Inchbald lived at the time on the south side of the Strand, opposite the New Church, and her apartment was an attic; and thus did she deny her-self many of the comforts of life from motives of self many of the comforts of the from mounts affection to relations who required pecuniary assistance. Such a letter does honor to her feelings, and Prefaces which she mentions, were to accompany a new edition of "The British Drama," and they prove her pure taste and sound judgment in her critical remarks on the respective productions. Her novels of a "Simple Story," and "Nature and Art," mani-fest a full knowledge of the depth of the human heart and of the changes of disposition to which it is so frequently subjected by the vicissitudes of fortune. The novels will live like those of Smollet and Field. ing, though of a very different description, and with respect to profound knowledge and moral tendency, more in analogy with the works of Richardson.

The following extracts are taken at hazard: Kinge, Lords, and Commons, at a dinner party in the Fleet prison.

Colonel Frederick, whom I have mentioned be-fore, as the son of Theodore, King of Corsica, was a particular friend of mine. He told me he was once in so much distress, that when he waited the result of a petition at the Court of Vienna, he had actually been two days without food. On the third day a lady in attendance on the Court, whom he had previously addressed on the subject of his petition, observing his languid and exhausted state, offered him a dish of chocolate, with some cakes, which rendered him more able to converse with her; in a short time they conceived a regard for each other, and were afterwards married. * * *

He said that while his father was in the Fleet prison for debt, Sir John Steward was a fellow-prisoner on the same account. The latter had a turkey presented to him by a friend, and he invited King Theo. dore and his son to partake of it. Lady Jane Dou-glass was of the party. She had her child, and a girl glass was of the party. She had her child, and a girl with her as a maid servant, to carry her child; she lived in an obscure lodging at Chelsea. In the evening Colonel Frederick offered to attend her home, and she accepted his courtesy. The child was carcied in turn by the mother, the girl and the colonel. On their journey, he said there was a slight rain, and common civility would have induced him to call a coach, but that he had no money in his pocket, and he was afraid that Lady Jane was in the same predicament. He was therefore obliged to submit to the suspicion of churlish meanness or poverty, and to content himself with occasionally carrying the child

to the end of the journey.

'The colonel used to consider that child as the rightful claimant of the property on which he was opposed by the guardians of the Duke of Hamilton.

The colonel related to me another ourious anec dote, on which I rely, as I always found him consis-tent in his narrations. When Prince Poniatowski, who was afterwards Stanislaus, the last King of Poland, was in this country, his chief, I might truly say, his only companion, was Colonel Frederick. They were accustomed to walk together round the suburbs of the town, and to dine at a tavern or common eating-house, On one occasion the prince had some bills to discount in the city, and took Frederick with him to transact the business. The prince remained at Batson's Coffee House, Cornhill, while yet, though I have been charged with loving money, yet, though I have been charged with loving money, Frederick was employed on the bills. Some impediment occurred, which prevented the affair from bettien was in the balance. I accepted the offer made ing settled that day, and they proceeded on their at a time.

their walk they went to Dolly's in Paternoster row.
Their dinner was beefsteaks, a pot of porter, and a
bottle of port. The bill was presented to the prince, who, on looking over it, said it was reasonable, and handed it to Frederick, who concurred in the same opinion, and returned it to the prince, who desired him to pay. "I have no money," said Frederick.— "Nor have I," said the prince. "What are we to do," he added. Frederick paused a few moments, then desired the prince to remain until he returned. left the place, pledged his watch at the nearest pawn-broker's, and thus discharged the reckoning.

The prince, after he became monarch of Poland, occasionally kept up an intercourse with Frederick, and in one of his letters asked the latter if he remem. bered when they were in pawn at a London Tavern.

It will be but a melancholy termination to these anecdotes to add, that Colonel Frederick became involved in some bill transactions, and apprehensive of the consequences, borrowed a pistol of a friend and shot himself one evening in St. Margaret's church.

Of the late Lord Erskine-

"Here I may relate a circumstance which manifests an extraordinary revolution in the life of a conspicuous character. A lieutenant in the royal navy had written a political pamphlet, but being called to his duty, was not able to see it through the press. He therefore placed it in the hands of a bookseller, desiring that he would give it to some literary man, who, for duly preparing it for publication, should have half the profits. The bookseller gave it to Mr. Cooke, who soon discharged his duty. The work was published and the profits were thirty pounds, all of which were given to Mr. Cooke, who took his portion, and reserved the other half for the author whenever he should call for it. Many years clapsed, and he heard nothing of him. At length a gentle-man called on him, told him his name, and declared himself to be the author of the pamphlet, telling him he knew that fifteen pounds were due to him on account of the pamphlet, and adding, he was ashamed to take it, but that 'his poverty, and not his will,' consented, as he had a wife and an increasing fami-ly. Mr. Cooke had the money ready for him, which the stranger took, and expressed his gratitude at parting. Erskine." This necessitous author was the late Lord

JACK TAYLOR, as he was familiarly called. who was an occulist by profession and descent (both father and grandfather being of that profession), seemed to be the friend of every one he knew. All the persons, almost, of whom he speaks (and they are numerous and in every walk of life), he refers to as "my particular friend." He shared in their successes-aided, as far as limited means would allow, their adversities—and, above all, was never absent at their burial. He must, by his own showing. have attended more funerals than any man in Eng. land, not an undertaker by trade. Of the pertinacity with which he adhered to doing funeral honors, a singular and (notwithstanding the melancholy ocus. sion) amusing proof is related at page 332, where he and Sheridan, having to attend the remains of an old and valued friend to the grave, at some twenty miles distance from London, arrived after the ceremony was over, and all but the clergyman were dispersed. Grieved at the disappointment, our mourning autobiographer "asked the clergyman if the ceremo. ny could properly be repeated, as we were all bitter. ly disapointed that we were prevented from testify. ing our grief by partaking in the last offices of respect to the remains of a valued friend." After consideration it was repeated, partly in the church, partly at the side of the grave! and in consequence Mr. Sheridan and Mr. Taylor felt "a mournful ex. ultation," at not having "failed in any respect to do honor to a departed friend." We know no parallel for this story, but that of the French petit maitre, who, going with some ladies to an astronomer's, to observe an eclipse, and arriving after it was over, assured his fair friends it was of no consequence. for the astronomer was "a particular friend" of his. and would cheerfully repeat it for his sake.

A HISTORY OF KING'S CHAPEL, BOSTON, by F. W. || seems to be the motto of all, come with a refresh. P. Greenwood, Junior Minister of the Chapel: Boston, Carter, Hendee & Co., and Allen & Ticknor.—Gould does not belong to that numerous and most All who have visited Boston remember the old Stone respectable class of poetesses; the female Byrons. Chapel. We have in the pages of the little volume who wither the leaves of Albums by the "blighted before us its history, as embodied in several dis feelings" they inscribe upon them, and rend the courses preached before the congregation worship. hearts of all the young bachelors in the country, by ping there, by its junior minister; the venerable Dr. the revelation they make in Magazines of their love. Freeman, who was ordained to that Church in 1787, lorn and pitiable condition. Nor yet does she bebeing still its senior minister. This was the first long to that other equally hopeful family, the Vio-Episcopal Church in New England; and the narra-las and Rosas who Escape from the city to ruralize tive of its early struggles against the intolerance of in a turnip field in the suburbs, and prate about the Puritans, of its gradual progress, and of the "running brooks" after pattering through a gutter in change of doctrine which took place on the induc- India rubbers. She has neither the affected calloustion of Dr. Freeman, will interest antiquarians cer- ness of the first to the sense of objects in which evetainly, and probably Episcopalians. It is a very ry well regulated and refined mind feels an interest, neat and well printed little volume.

EARLY LESSONS FOR LEARNING FRENCH-selected from approved authors: Boston, ALLEN & Tick. son.—A well imagined and well executed little work, intended for children of from eight to ten years of age, learning French, and for whom the ordinary class books, such as Telemachus and Charles XII., are uninteresting, and, for the most part, unintelligible. The selections are of little incidents and stories fitted to arrest the attention of the child, and give the zest of curiosity to the labor of translation. The compiler proposes to continue the series for those of more mature years. We hope he may be ble specimen of the writer's powers, has yet merit encouraged by the success of this first part to do so, enough to reommend itself.

FINDEN'S LANDSCAPE ILLUSTRATIONS OF LORD BY. mon's Works: Part IX.: London, Murray; New Yerk, Disturnell, No. 155 Broadway.-The present number of this beautiful publication excels if anything those that have preceded it. Cape Leucadia is the subject of the first plate, which is a picture of much spirit. The cliffs in the back ground are wrapped in heavy mist, and the light of a troubled sky strikes from a single quarter upon the famous rock whence the "blue-eyed Lesbian" made her fatal leap. couple of polacres scudding before the breeze in the foreground, and a brig with another craft bearing away in the distance, give animation to the scene. 46 Venice from the entrance of the Grand Canal," is the title of the next engraving, which is executed with delicacy and finish, "Cork Convent near Cintra," which follows, is not so good. - But the effect of light and shade is beautifully shown in the hold architectural features of the Castle of Ferara, on the next leaf. The most interesting plate of all, how: ever, is IANTHE, from the original picture painted at the request of Lord Byron. The face of the noble child has all that poetic expression which the poet so glowingly attributes to it in his introduction to the second canto of Childe Harold: the chiselled nose, the curved and beautifully parted lips, and above all

"The eye, which wild as the gazelle's, Wins where it wanders, dazzles where it dwells."

IMPROVED ARITHMETIC, newly arranged, &c. by DANIEL PARKER, A. M. New York: R. Bartlett 4 8. Raynor .- A larger treatise by the same author on the science of numbers, was received with so much favor, as to induce him to make an effort to extend its usefulness by diminishing the bulk of the volume. Hence the little school book now before us, which is well stereotyped, and well recommend. ed by Teachers.

Porms, by Miss H. F. Gould. Second Edition. with Additions. Boston: Hilliard, Gray of Co .-They who have been charmed with the freshness, delicacy, and vivacity of imagination displayed in Miss Gould's fugitive verses, when travelling through the country in the corners of newspapers, will not be the less pleased with them when read anew as collected here. There is a youthful sensibility of heart, a juveneacence of feeling, a keen susceptibility to whatever is beautiful and striking in nature, about these poems, that in this ennuyant age, when nil admirari

nor does she betray the mawkish sensibility of the last. Hers is a heart where a high moral sense and solid understanding seem not the less to be present, because she yields it up to the full impulses of warm and vivid poetic feeling.

But we are cut short in our observations when but just fairly embarked in them, to make room for the contents of the southern mail, but now arrived; and we can only conclude by giving several extracts from this pleasing volume already in type, each of which, though selected to illustrate some particular comment we intended to make, rather than as a favora

"Now, if I fall, will it be my lot
To be cast in some lone, and lonely spot,
To melf, and to sink, unseen, or forgot?
And there will my course be ended?"
"Twas this a feathery Snow-Flake said,
As down through measureless space it strayed,
Or, as haif by dailiance, half afraid,
It seemed in mid air suspended.

"Oh! no," said the Earth, "thou shalt not lie
Neglected and lone on my lap to die,
Thou pure and delicate child of the sky!
For, thou wit be safe in my keeping.
But then, I must give thee a lovelier form—
Thou with not be part of the wintry storm,
But revive, when the sunbeams are yellow and warm,
And the flowers from my bosom are peeping!

"And then thou shalt have thy choics, to be
Restored in the lily that decks the lea,
In the Jessamine-bloom, the annemone,
Or aught of thy spotless whiteness:—
To melt, and be cast in a glittering bead,
With the pearls, that the night scatters over the mead,
In the cup where the bee and the fire-fly feed,"
Regaining thy dazzling brightness.

"Then I will drop," said the trusting Plake;
"But bear it in mind, that the choice I make
Is not in the flowers, nor the dew to wake;
Nor the mist, that shall pass with the morning.
For, things of thyself, they expire with thee;
But those that are lent from on high, like me,
They rise and will live, from the dust set free,
To the regions above returning.

THE SIAMESE TWINS

Mysterious tie by the Hand above, Which nothing below must part! Thou visible image of faithful love, Firm union of heart and heart; The mind to her utmost bound may run, And summon her light in vain To scan the twain that must still be one; The one that will still be twain!

The beat of this bosom forbears to reach
Where the other distinctly goes;
Yet, the stream that empurples the veins of each,
Through the breast of his brother flows!
One grief must be felt by this twofold mark,
As the points of a double dart;
And the by lit up by a single spark,
Is sunshine in either heart.

O wonder to baffle poor human skill
In clay of the human mould!
But a greater mystery of all must still,
In the unton of souls, behold.
Ye are living harps, by your allken strings
In a heavenly concord bound:
And who o'er one but a finger fitings,
Awakens you both to sound.

DAWN ON THE SEASIDE.

The sun has thrown his morning beams Against the cliffs that fence the waves, And down his mellow glory streams, Through narrow clefts and widening caves.

The mossy rock, the foamy surge,
The peobly beach and grassy height,
And site and cot, on ocean's verge,
Are in a flood of Sabbath light.

THE GENIUS OF SIR WALTER SCOTT It parted the sable waves that sweep Across oblivion's sea, Across oblivion's sea,

And brought up to light from that fearful deep, The things that for ages it had to keep, In their primal identity.

It broke the seal of the silent tomb !--It to pened the graves of anen,
It made their ashes their fire resume,
And touched them with beauty, and life, and bloom,
Till they breathed and moved again!

Time! what hast thou to do with one,
Who knew not a wasted hour—
Whose pen with the sands of thy glass could run,
And show at each turning a miracle done,
A work that defies thy power?

SURVEYORS' INSTRUMENTS.

Compasses of various sizes and of su-

Compasses of variance or confirmation of the c magnifying powers with gla gether with a large assortmen anufactured and sold by E. & G. W. BLUNT, j316t 154 Water-street, corner of Maidenlane.

3CT TOWNSEND & DURFEE, of Palmyra, Manufacturers of Railroad Rope, having removed their establishment to Hudson, under the name of Durfee & May offer to supply Rope of any required length (without splice) for inclined planes of Railroads at the shortest notice, and deliver them in any of the principal cities in the U. States. As to the quality of Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archisald, Engineer Hudson and Delaware Canal and Railroad Company. Carbondale, Luzzere County. Pennsyl road Company, Carbondale, Luzerne County, Pennsyl

Hudson, Columbia County, New-York, January 29, 1833.

f31 ¥

PAPER.

THE SUBSCRIBERS, Agents for the Saugerties Pa-per Manufacturing Company, have constantly on hand an extensive assortment of Royal, Medium, and Imperial Printing Paper, all made from first quality Leghorn and Trieste Rags. All contracts made after this date, will be furnished with 480 perfect sheets to the ream; and all sales amounting to over \$100, of Medium or Koyal, out of that part of the stock which includes cassis quires, the purchasers will be allowed an extra quire of perfect paper to each double ream, with additional allowances to the publishers and the trade, who buy largely. The terms will be liberal. Apply to GRACIE, PRIME, & CO., J31

GARDEN SEEDS. &c.

WM. PRINCE & Sons, Flushing,

near New-York, have imported by the last arrivals several thousand dollars worth of Seeds of the choicest varieties of Vegetables known in the different countries of Europe, and will furnish supplies to venders at very reasonable rates. These seeds are of a quality not to be surpassed. They have also 200 pounds Yellow Locust, or Robinia Pseudacacia seeds, of the fine Long Island variety, so celebrated for ship timber,

Priced Catalogues will be furnished on application direct, per mail, or otherwise. Catalogues of Fruit Trees, Greenhouse Plants, &c. with the reduced prices, will also be sent gratis to every applicant.

GRACIE, PRIME & CO., 22 Broad street, have on hand the following Goods, which they offer for sale on the most favorable terms, viz.

200 qr casks Marseilles Madeira, entitled to debenture 100 cases White Hermitage;

50 do. Bordeaux Grave

4 cases Gum Arabic
2 cans Oil of Orange
8 casks French Madder, ESFF
2 do. do. SFF
10 do. Danish Smalts, FFFE; 20 do. Saxon do.
8 do. small do.; 20 kegs Tartaric Acid

200 kegs Saltpetre 200 bales superior quality Italian Hemp 20 tons Old Lead

300 barrels Western Canal Flour 500 do. Richmond country do. 100 bales Florida Cotton; 20 do. Mexican do.

20 do. Sea Island do. 260 do. Leghorn Rags, No. 1. 100 do. Trieste do. SPF 100 do. do. do. FF 100 do. do. do. FF 18 boxes Maraschino Cordials

350 lbs Coney and Hares-back Wool, for Hatters 80 M. English Quills.

DRY GOODS, BY THE PACKAGE-

20 cases white and dark ground, fancy and full Chime Prints, all new styles, received per Napoleon. 9 do. assorted colored Circassians

18 do. do. do. Merinos 5 do. Italian Lustrings

do. 36 inch Cravats do. Jet black Bombazines

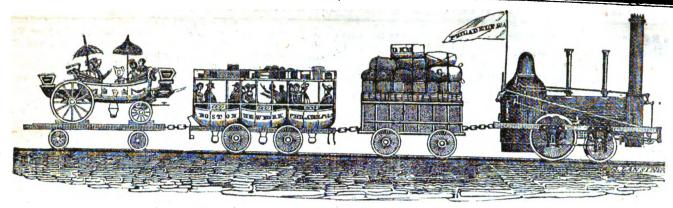
8 do. Printed border Handkerchiefs
2 do. White Diamond Quiltings
2 do. Furniture Dimities

iecce Engl. Brown Shirtings, 33 in.

entitled to

dehenture

MARRIAGES.	Under Frederick Depayster, Jr., Esq., Master in Chancery. Store and lot 506 Pearl street, 23 3 by 28 8	8 do on 11th street, near Harlem road, each \$1034 890 8 do on 112th street, each \$95
At Wenthersdeid, (Vt.) on the 14th instant, by the Rev. J.	House and lot 81 Sixth avenue, 22 by 80 4,325	4 do on 109th street, near Harlem road, each 21024 419
Wheeler, D. EVERETT WHEELER, Esq. of this city, to ELIZA	Do do 79 do do	8 do on 112th street, each \$95
BETH B., daughter of the Hon. William Jarvis, of Vermont.	Under Samuel Country, Esq., Master in Chancery.	8 do on 112th street, each \$95
	House and lot corner of Prince and Sullivan streets,	4 do on 110th street, each \$75
, DEATHS.	36 by 70 5,900	4 do on 110th street, near Harlem road, each \$75. 399 94 do on 2d av. and 110th and 111th sts. each \$100. 2,480
This morning, after a short illness, ELLER, consort of Henry	But and lots on West and Wash'n sts. 22 by 215 11,350 Lot 103 Orchard street, near Broome, 25 by 87 6 3,970	11 do on corner 5th avenue and 102d st. each \$125 1,375
Marshall, aged 30 years.	Lease of house and lot 554 Grand street 1.500	4 GO ON 118th street, between 4th and 3th avenues,
This morning, ELIEA ANN, wife of Joseph A. Perry, in the 20th year of her age.	House and lot 198 Centre st. 94 by 74 6	each \$40
On Thurday evening, Mrs. MARY ROBINS, in her 90th year.	Estate of Thomas Burling, deceased. A piece of ground on Union place, 48 8 in. front, 83	Two story brick front house and lot 84 John street,
	2 in. rear, and 141 feet 10 in. on 16th street \$10,900	lot 25 by 100
REPORT OF DEATHS-WEEK ENDING SATURDAY, FEB'Y 23. Between the ages of	1 gore lot on Union Place, 22 9 in front and 100 3 on	Two story brick front house and lot 27 Muar street, 25 by 100
90 and 100— 1 50 and 60— 8 10 and 90— 3 80 and 90— 1 40 and 50— 8 5 and 10— 9 70 and 80— 2 30 and 40—18 2 and 5—11 60 and 70— 5 90 and 30—17 1 and 9— 5	16th street, running to a point in rear	Do. do do 29 Muar street, do 7,500
80 and 90-1 40 and 50-8 5 and 10-9	1 do de 25 do 91 1,250	2 Lots on Avenue A, near 3d street, each 92 by 190. 2,250
70 and 80-2 30 and 40-16 2 and 3-11	1 do do 25 do 170, with a piece out of the centre	Lot and 2 houses No. 137 Cherry street, extending to Water street
Of and under one year, 35—Total, 116.	1 lot on 16th street, 25 feet by about 175 2,150	House and lot 197 Adams street, Brooklyn, 25 by 63. 2,800
Diseases.	1 do do 95 do 182 2,150	Two story brick house and lot 246 Division street, lot 24 by about 80
Apoplexy 2 Inflammatior of chest 3 Burned or scalded I Insanity 2	1 do do 25 de 188 2,150 1 do do 25 do 193 2,150	Two story brick front house and lot, on lease of 7
Casualty 1 Intemperance 3	3 front lots on 16th st. 39 6 in front, 75 rear by 103,	years, 529 Broome street
Childbed 1 Marasmus 2 Consumption 27 Measles 1	3 front lots on 15th st. 39 9 in front, 75 rear by 103,	4 do on 41st street, do do do
Convulgions 8 Mortification 2	together	12 years lease of house and lot 45 Crosby street 2,300
Cramp in the stomach 1 Old age	1 lot on 15th st. 25 feet by 103	1 lot on Forsyth street, near Stanton street, 30 by 100 2,250 9,000 acres of land in Hamilton county, township N.
Dropsy in the chest 2 Peripaumony 7 Dropsy in the chest 2 Pleurisy 3	1 lot, cor. 5th avenue and 15th st. 26 by 100	38, varying in price from 15 to 25 cents per acre
Drongy in the head 9 Pneumonia typhodes 1	gore lot on 5th avenue	12 years lease of a lot in the Bowery near Bayard st. 825
Drowned 3 Spina stude	1 lot cor. 5th avenue and 16th st. 253 by 100 2,700	Farm of the late Geo. Codwise, Jamaica, L. Island, (60 acres)
Dysentery 1 Sprue	2 lots on 5th avenue and a house, 52 2 by 100 7,350 1 lot on 5th avenue, 25 10 by 100 2,400	Brick front house and lot 141 Delancey street 3,300
Fever, scarlet 1 Suicide 1	l piece of ground on 5th avenue, 42 3 front, 82 10	11 years of a house and lot 190 Cherry street 1,600
Hives or croup 3 Unknown 3	rear, by 100	House and lot 59 Thompson street, 33 by 100 4,409
Inflammation of bowels 7 Worms	1 lot on 15th street, 25 by 103	Two story brick front house and lot 188 Duane street
ABRAHAM D. STEPHENS, City Inspector.	1 do do do	25 by 54
	2 lots on 15th st. and stable, 50 ft by about 100 2,050 1 lot do 25 do 95 1,400	House and lot 442 Pearl street, 25 by 108
SALES AT AUCTION OF REAL ESTATE.	1 do do 25 do 89 1,175	House and lot 86 Mulberry street, 25 by 100 4,100
JAMES BLEHOKER & SONS.	1 de do 25 do 84 1,000	Do do 76 do do
The 2 story house and lot, No.5 St. Marks Place, lot	1 do do 95 do 78 925 1 do do 95 do 79 850	4 lots on 60th street, (Mt. Vernon.) 25 by 100
96 hv 190	1 do do 25 de 66 775 l	16 years lease of N. W. corner of Madison and Rut-
The frame house and 15 years lease of lot,No. 15 El- dridge street	1 do do 25 do 60 730	gers streets
Three lets on West street, near Troy street each 1900,	1 do do 25 do 54 690 1 do do 25 do 48 680	8th Avenues 2,000
anali 90 km 90	1 do do 50 do 40 1,410	1 lot on Pierpont street, Brooklyn
One lot on Troy street, near West street, 22 by 89. 1,100 Two story house and lot 71 Oliver street, 24 by 100 5,500	I gore lot on 15th st. 146 ft. 4 by about 54, running	1 lot on Lewis street, between Broome and Delancey 2 lots, with bulk head, between 18th and 19th streets 2,000
Two story house and lot 370 Cherry street, 35 by 73 4,450	thence to a point	1 lot in the rear on 18th street
Lot of ground 372 Cherry street, 21 by 72 1,950	to a point	1 do adjoining
Three story brick house and lot 508 Greenwich-st. 15 by 80	1 lot on 15th street, 95 feet by about 136	4 lots S. W. corner of 7th Avenue and 42d street 900 1 lot on Elizabeth street, between Prince and Spring 630
Five lots S.W. sorner 4th and M'Dougal streets, each	1 do do 25 do 167 1,825 0 do do 25 do 166 1,835	4 lots on 4th Avenue, near 117th street, each \$132 488
26 by 109	1 do do 25 do 160 1,825	7 do on 117th street, each \$75
Two story house and lot 77 Amity street, 25 by 90. 9,900	1 do do 25 do 154 1,800 1 do do 25 do 143 1,700	9 do on 118th street, each \$62 50
Two story house, and 20 years lease of lot, No. 173	1 do do 25 do 143 1,700 1 do do 25 do 137 1,625 1 do do 25 do 131 1,225 1 do do 25 do 135 1,475 1 do do 25 do 113 1,375 1 do do 25 do 113 1,375 1 do do 25 do 108 1,375 1 do do 25 do 108 1,400 1 do do 25 do 109 1,225 1 do do 25 do 96 1,225 1 do do 25 do 96 1,225 1 do do 25 do 96 1,225 1 do do 25 do 96 1,225 1 do do 25 do 96 1,225	5 do on 4th Avenue, each \$150
Madison street	1 do do 25 do 131 1,525	6 do on 119th street, each \$90
Two story building and lot 187 William street, lot 25	1 do do 25 do 125 1,475 1 do do 25 do 119 1,425	5 do on lyath and lyint streets, each millo
har 50 21,93011	1 do do 25 do 119 1,425	9 do on do do do do 945
A piece of ground, 25 feet on Washington, 50 feet on West and extending on Hubert street 195 feet, with	1 do do 25 do 108 1,400	6 do on 116th street, each \$70
the bulk head of 50 feet on West street 17,900	1 do do 25 do 102 1,350 1 de do 25 do 96 1,225	4 do on 115th street, each \$90
Four lots on 8th Avenue, corner of 43d street, hermi-	1 do do 25 do 90 1,125	4 do on 114th street, each \$60
tage, each 25 by 100		6 do on 115th street, each \$75
95 hv 100	1 do do 25 do 78 1,000	3 do on 5th Avenue, each \$75 935
Two story house and lot No. 103 Mott street 3,800	1 do do 95 do 67 800	4 do on 116th street, each \$45 50
Two story house, and 12 years lease of lot 22 Clark- son street	1 do do 95 do 67	1 lot S. E. corner Chambers and Chapel sts, 25 by 100, 12,700 1 do adjoining on Chambers street
1 los on Monroe, near Clinton street, 26 by 100 3,325	1 do do 25 do 55 750 1 do do 25 do 49 625	1 do do do do
1 do. do. do. 3,200 Frame building and lot 62 Pitt street, 25 by 100 1,900	1 dó do 50 do 40 1,925	1 do do do do
Do. do. 191 Elizabeth st., 36 by 100 2,300[]	1 gore on 15th street, 148 7 front, and 34 9 deep, running to a point	Sale of Real Estate, situate at Brooklyn, (late the farm of Salah Strong, Esqr.) at the Merchants' Exchange, Feb. 25th, 1833.
A loss on 4th Avenue, Harlasm, each 25 by 110 370	, 	1 Mannumbers made by Ww 198 130 90
A gore lot on Chambers street, near Chatham, with	\$121,325	F. Pill & Co., Auctioneers, 39 400, 38,
buildings No. 14, 16, and 18, lot 51 by 40, running	The 4 story store 142 Pearl street, and the store in the rear, 108 Water street, lot 21 ft. on Pearl street	9 490: 115. 114. 113. 119.
to a point		
1 do. do. adjoining, do 300	Two story brick front house and lot on 18th street, near Union Place, lot 25 by 92 ft	3 3750, 91,
1 do. do. do. do 290	Three story house and lot, No. 161 Greenwich st. lot	111, 110, 490 435, 9, 425 3 590, 91, 590 440, 425, 10, 425 4 475, 92, 93, 94, 475 425, 11, 425 4 440, 95, 440 440 12, 440 4 435, 96, 97, 435 350, 13, 350 4 440, 98, 99, 100, 440 40 300, 14, 300
1 do. do. do. do 300 1 do. do. do. do 305	99 by 55 10	" 435, 96, 97, 435] " 350, 13, 350
2 do. do. do. doeach 990		
1 do. do. corner Greene, do 400)	The two story house and lot, No. 1 Carlisle street,	5 335, 102, 103, 104, 335 38 410, 4, 410 6 420, 105, 420 " 405, 5, 67, 405
1 do. do. on Greene, do 290		7 975 106 975 33 980 3 980
1 lot on Stanton street, neap Chrystie, 24 by 100 1,800	In Chancery, under the direction of F. Depayster, Jr., Esq. Three story brick bouse and lease of lot 57Grandst. 5,100	8 305, 107, 305 34 455, 184, 455 9 380, 108, 380 " 395, 185, 186, 187, 395
1 do. do. do. do 1,750 2 do. do. do. do.each. 1,750		
1 do. do. do. do 1,800		
Two story house and lot No. 50 North st., 25 by 70. 2,900	Do do do 63 do 4,900 Two story house and lot cor. avenue D. and 4th st.	" 460, 192,
To. 54 do. do 3.350	lot 20 by 80	0 530, 121, 530, 34 360, 192, 530, 34 360, 192, 363, 364, 360, 192, 364, 360, 193, 194, 195, 196, 340, 410, 193, 194, 194, 410, 410, 410, 410, 410, 410, 410, 41
Steere and lot 5 Exchange street, 95 by 56 14,300	Two story house and lot adjoining on Av. D, 22 by 80 1,950 1 Do do do do	· 470, ·
Lot No. 2 Laurens st. subject to a lease	To do do 1080()	" 4JU, 127, 100) of delights, 100
o lete on 9th street, between 3d and 3d avenues, each	De do do do 1,950	9 1550, 129, 130, 131, 133,1550 38 395, 207,
01 her 75	20 40 40 1011111111111111111111111111111	4 990 134 990 40 410 903 410
Two story house and lot 104 Mott st. 25 by 95 5,400 Two story house and lot 11 Fourth st. 22 by 110 6,500	De do do do	5 310, 135, 310, 41, 253, 999, 256 " 310, 136, 310, " 250, 210, 250 6 350, 137, 350, " 250, 308, 250
Do do 13 do do 6,900	Do do do, cor. 6th street, 19 by 80 2,150	6 350, 137,
	22000m 2 reperty—200. 12.	* 350, 139, 139, 140, 350/42 230, 211,
6 lots on Sullivan st. near Bleecker, 25 by 95 each 2,756	4 lots on 3d Avenue and 112th street, each \$170 680 1 6 do on 112th street, each \$90 540 1	7 520, 145,
Honse and let S. E. corner Bowery and Bayard st.	16 do on 113th street and Kaliford, each \$100 1,000	" 390, 143, 142, 141, 390 44 520, 87, 88, 89, 90, 530
90 ber 75	16 do on 114th street, each \$100	8 550, 29,
2.950	4 do on 115th street and Kaliroad, each \$110 440	" 500, 30, 31, 32, 500 46 405, 82, 83, 84, 85, 86 404 9 600, 33, 34, 600 47 405, 75 a 81, inclusive, 405
Two story house and lot 184 Prince at 30 by 77 0,300	5 do on 111th street, each 2100 500 0	0 515 35 36 37 38 515 48 420 71 674 490
Do do 119 Longue (ameritor) 4'900	10 do on 174th street, each \$1071 1,075 q	1 445, 39 355
Do do 17 Howard st. 35 by 100 5,900	To do on 113th and 113th attention and a to 1,000 115	2 230,40,
2 lets and two story houses corner Laight street and	4 do on 109th street, each £120 480 9	4 990 40 980 59 385 140 a 149 385
8t. John's lane, each 25 by 99	4 do on 110th street, in the rear, each \$110 440 2	5 980, 44, 980 53 375, 171, 72, 73, 74, 375
a two-story houses and lease of lot 250 E. Broadway,	4 do on 11th street, each \$100	" 910, 43,
near Montgomery street	to go on track street with transport each draid Therefile	n san' an' atone int' San'ss and a mote of the beteet
Two story house and lot 146 Elm strest, 25 by 190 4,300	12 do on 113th street and Railroad, each \$117g 1,410 9	7 350, 48 49, 50—one lot. 350 10 lots, at 355.



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PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

D. K. MINOR, EDITOR,1

SATURDAY, MARCH 9, 1833.

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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, MARCH 9, 1833.

PATERSON RAILROAD.—In our columns today will be found the Report of a Committee of the Paterson Railroad Company. From this report, it appears that the prospects of the company are in truth, as we have ever believed them to be, very flattering to those who have engaged in the enterprise. We have no doubt but that the work will prove equally as profitable to the Stockholders as convenient to the public. The Engineer's Report will appear in our next.

We have received, and shall publish in our next, the Report of the Ohio Canal Commissioners.

We acknowledge the receipt of a description of the Carbondale Railroad, for which we are indebted to J. B. JERVIS, Esq. Engineer of the Mohawk and Hudson Railroad Company. It will appear in our next.

For the Information of Travellers .- We are requested to state, that there has not been a day since the opening of the Camden and Amboy Railroad, that the Philadelphia and New York passengers have not been taken over the Road, each way, with the exception of Saturday and Monday last, notwith-standing the recent heavy falls of snow. On those days, there were no passengers from Philadelphia, owing to the Company's not being able to procure coaches to convey passengers from Philadelphia to the Railroad. The passengers that left New York on the above-mentioned days, were taken over the Railroad in cars, and forwarded to Philadelphia the same evening in sleighs. The stage arrangements being now completed, passengers will be conveyed from the Railroad to Philadelphia in coaches, until the River Delaware opens.—[Communicated.]

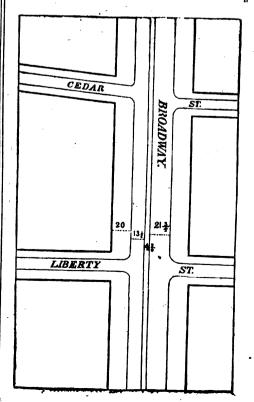
HARLAEM RAILROAD CONTROVERSY .- In this | that a few years will render them as popular number of the Journal will be found "a statement of facts," made by the Directors of the Harlaem Railroad Company, in reply to a publication of the proceedings of a meeting of citizens held at Tammany Hall, sometime since, for the purpose of expressing their disapprobation of the continuation of the Railroad through the streets of our city. Efforts have been made by some of our most respectable citizens to prevent the continuance of this road below, and even to, its present termination. We pretend to doubt their right or their candor in doing so; although we cannot feel the force of their reasons, for opposing a measure which, we believe, will tend greatly to the convenience and prosperity of a large portion of our citizens. That Railroads can be introduced into cities without endangering the lives, or interfering with the convenience of the inhabitants, we have not a doubt, nor do we hesitate to predict ordinary uses.

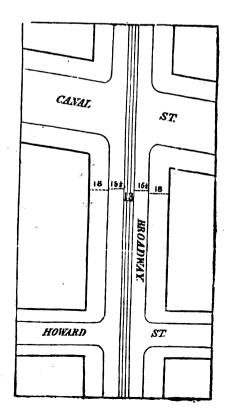
with a vast majority, as they are now unpopular with a part of our inhabitants.

By a reference to the acts of the Legislature and the Common Council, it will be seen that the railroad is to be entirely under the control of the city authorities, and may be removed by them in one month-even after it is completed should it be found dangerous or to interpose with the privileges of the citizens.

This being a subject, however, like most others, which will admit of strong arguments on both sides—our columns are open to both parties. And we are as ready to publish the proceedings of the opponents as of the friends of the railroad.

The annexed diagrams show the space which would be required, both for a double and single track, as well as that which would remain for





published a statement of facts in relation to their undertaking, in which they endeavor to answer all the objections made by the opponents of its introduction into the more crowded parts of the city. After giving a detailed account of the progress they have made, they

The frightful predictions of steam-carriages furiously propelled through the street upon rails elevated above its service, overturning and demolishing travellers and carriages, had all proved to be groundless and visionary. The people can examine this for themselves, and will find only a thin plate of iron, lying so near the surface of the pavement as to be hardly visible. They will find the street newly paved, newly graded, every impediment removed, the frequent cross-gutters, formerly so inconvenient and uncomfortable, now arched over and covered; and, in fact, the whole carriage-way incomparably improved in ease, comfort, and safety. Upon these thin rails they find only a few beautiful carriages, moving without dust or danger, and occupying less space than is now required for the same purpose by the om-After this practical exhibition, nibus coaches. the company did hope that they would be allowed to finish their enterprise without further molestation; but their just expectations have been disappointed. For several weeks an anonymous map or diagram has been most industri-ously circulated, fraught with the most palpa-ble misrepresentations. Instead of the space, actually less than five feet, lying between the rails, this fanciful picture represents the company as monopolizing twenty-three feet of the road, and excluding from the street all other vehicles, and the most persevering efforts have been made by exhibiting this deceptive representation, to kindle in the public mind feelings hostile to our enterprise. Let the rail-track now laid down in the Bowery be examined. Let it be Lake Erie, and measured. Their single rail-track does not obtthe upper lakes. struct any part of the street, and never will. It occupies less than six feet. It does not occupy 23 feet, and never will. A double track would occupy but 13 feet, and will not, if laid down, in the slightest degree obstruct the free use of the road, and the cars will occupy much less space than is now occupied by the unwieldy omnibus coaches, which virtually monopolize the street. The company have not laid a double track south of Prince street, and they do not intend to do so until the people themselves, through their representatives in the Common Council, shall declare that the public convenience demands it. The Company, therefore, request only that their track may be measured, and compared with the anonymous diagram now circulated through our city, and will cheerfully submit the diagram and its inventors to the justice of the public.

A large map or diagram of a double and sin gle track of the proposed railway in Broadway accompanies the Report, illustrative of the facts advanced in the pages. The following enumeration of the advantages likely to accrue to the inhabitants of New-York, by the completion of

The whole body of our citizens has a large pecuniary interest in maintaining this Harlaem railroad. The city now owns nearly two hundred acres of land in the twelfth ward, intersected by the Fourth avenue, and divided into about 2,500 building lots of full size. cavate the Fourth avenue and grade it to Har læm would have cost the city at least \$300,-000. By the continuation of this avenue, to be made at the sole expense of the company, the 2500 building lots belonging to the city have the sole judges," as will be seen by the following of upwards of \$200,000, in addition to the logical solutions of the Logica \$300,000 saved in grading the avenue.

Again—the city has another deep interest in || ors of the Harlaem Railroad Company have maintaining this road. The great object of and Harlaem Railroad Company be, and they published a statement of facts in relation to the county of Westchester is rapidly approach- in pursuance of their act of incorporation, a ing its final execution. The recent able report double or single track or railroad, or railway, made by the committee of the Common Council, along the Fourth avenue, from Twenty-third places it beyond a doubt that the necessary west of the Fourth avenue. In that event its branch thereof along One hundred and twenty-channel, by means of pipes, may be easily and cheaply laid under the surface of this avenue, which will be greatly preferred by reason of its great uniformity of graduation.

Again—this company are bounded.

thereby annually save a large sum now disbursed in repairing the ravages committed by

the heavy loaded omnibus coaches.

To our mechanics the railroad will yield the most valuable facilities. The upper part of our island, being speedily and cheaply approached, will become the seat of numerous and extensive manufacturing establishments; and the labor and capital now employed at Newark and other neighboring villages, will be concentrated in our own city.

stop here; it opens other and wider prospects of incalculable value to our metropolis. We take pride in predicting that it is to form the throughout our own state, throughout New-England, and the whole interior of the West. Engiand, and the whole interior of the west. Already the great plan is beginning to develope itself. Branches commencing at Albany have already extended to Saratoga, and are to be forthwith continued to Lake Champlain. Another branch from Troy to the state of Vermont; another from the Harlaem river to Albany and Troy; and the New-York and Erie railroad, commencing at the Hudson river near

And where must all the passengers, borne on these gigantic avenues of internal communication, be finally concentrated? Is not the whole of the accumulated wealth of our vast interior to be poured into this its great commercial em-porium? And will not this our city railroad become the great central conduit through which these rich streams of prosperity are destined to flow?

Already we are behind the age. our commercial rival, has brought her railroad not only into her city, but along her docks. Bultimore, public-spirited, enterprising, and liberal, has introduced her railroad into her leading streets, and has fostered the enterprise by a donation of two blocks of land, and a subscription to the stock from her city treasury of half a million of dollars. With noble ardor she has a million of dollars. already marched 70 miles towards the Ohio river, and is now penetrating the Alleghanies in quest of the rich commerce of the West. Virginia, too, has commenced a similar work; and South Carolina has united her capital with the Savannah river, by a railroad one hundred and forty miles in length. Philadelphia, aroused by the spirited efforts of her sister cities, has graded her railroad to the Susquehannah river, the undertaking, will be perused with interest : and, discarding at once all antiquated prejudices, has admitted the double tracks of her railway into the heart of her city.

The charter granting this railroad is entirely under the control of the Corporation, and may at any time—at a month's notice—be removed by it, should it be found to interfere with the "future regulations of the city, or the ordinary uses of any street or avenue, of which the said tion specified, that then the consent of the Com-Mayor, Aldermen, and Commonalty shall be mon Council and all the powers and privileges Council, and of the Act of the Legislature:

"1st, Be it ordained, &c. that the New-York street to the Harlem river, in conformity to a

Again—this company are bound to keep more than half of the carriage-way in the streets through which their rails may be laid railways, by the said New-York and Harlson streets through which their rails may be laid railways, by the said New-York and Harlson streets through which their rails may be laid. streets through which their rais may be lated received the constant repair, and the city treasury will an allowed Company, it shall appear to the Maythereby annually save a large sum now disor, Aldermen, and Commonalty of the city of New-York, that the said railways, or any part thereof, shall constitute an obstruction or impediment to the future regulation of the city, or the ordinary uses of any street or avenue, of which the said Mayor, Aldermen, and the Comwhich the said mayor, Aldermen, and the Commonalty, shall be the sole judges, the said Rail-road capital now employed at lewark and other neighboring villages, will be remedy for the said Mayor, Aldermen, and Commonalty, forthwith provide a moneentrated in our own city.

But the advantages of this railroad do not the bare, it comes other and wides presents. within one month after the requisition proceed to remove such railway, or other obstruction or impediment, and to replace the street or main trunk of a mighty system of internal avenue in as good condition as it was before communication, whose branches are to extend the said railway was laid down; and should the said Directors decline or neglect to obey such requisition, the said Mayor, Aldermen, and Commonalty, may, upon the expiration of the time limited in such notices, cause the obstruction or impediment to be removed, and the avenue or streets restored as aforesaid, at the

expense of the Railroad Company.
"3d, That the right of regulating the description of power to be used in propelling carriages on and along said railways, and the the north end of our island, and extending to speed of the same, as well as all other power, Lake Erie, and thence through the valley of the said Mayor, Aldermen, and the upper lakes. the said Company, or any part thereof, be, and the same are hereby expressly retained and

reserved.

"4th, That it shall especially be incumbent on the said Harlem Railroad Company, at their own cost, to construct stone arches and bridges for all the cross streets now or hereafter to be made, (which will be intersected by the embankment or excavations of the said railroad,) and which, in the opinion of the Common Council, the public convenience requires to be arched or bridged; and also to make such embankments or excavations as in the opinion of the Common Council may be required, to make the passage over the radroad and embankments at the intersected cross. streets easy and convenient for all the purposes for which streets and roads are usually put to; and also that the said Company shall make, at their own like cost and charges, all such drains and sewers as their embankments or excavations may, in the opinion of the Common Council, make necessary; all which work to be done under the like requisitions, and under like liabilities as in the second section of this ordinance mentioned. And further, that the said Company shall make their railroad path from time to time conform to what may hereafter be the regulation of the avenue and road through which said railroad passes

"5th, That it shall be incumbent on the said Harlæm Railroad Company to commence their said railroad in the respective times allowed for that purpose in their act of incorporation, and unless they commence and complete the same in the periods of time for the said commencement and completion in said incorpora-

given in the ordinance shall cease and be null and void.

"6th, That in case the said railroad should not be completed within the time for that pur-



the same shall be discontinued or not kept up and in repair as a good and sufficient railroad, and in repair as a good and sufficient railroad, or propelled by any other than horse power, that then the strip of land to be taken for the through any street of said city south of Foursaid railroad should be thrown open and become a part of the street or public avenues, without any assessment on the owners of the

adjoining lands or the public therefor.

"7th, That no building shall be erected on the said strip of land to be taken for the said railroad; and that such a railing, or other erections, shall be made on the outer edges of the embankments or railroad path, and also such railing or fences on the edges of the excavations, as the Common Council shall, from time to time, deem necessary to prevent accidents and loss of lives to our fellow citizens.

"8th, That this ordinance shall not be considered as binding on the Common Council, nor shall the said ordinance go into effect, un-til the said Harlaem Railroad Company shall first duly execute (under their corporate seal) such an instrument in writing, promising, co-venanting, and engaging, on their part and be-half, to stand to, abide by and perform all the conditions and requirements in the ordinance contained, as the Mayor and the Counsel of the Board shall by their certificate approve, and not until such instrument shall be filed, so certified in the Comptroller's office of this city.

"Passed by the Board of Aldermen Decem-

ber 16, 1831.

"Passed by the Board of Assistants December 19, 1831

"Approved by the Mayor December 22, 1831

On the first of February, 1832, the following resolution passed in Common Council

Resolved, That the New-York and Harlæm Railroad Company be, and they are hereby authorized, to take possession of the ground owned by the Common Council over which the line of said railroad is ordered to be constructed, and that they be permitted to use the same during the continuance of the present charter, for the purpose of a railroad, and that only; and when they cease so to use it, it shall revert to the Corporation, provided always, that the said land shall be so used as not to interfere with the use of the cross streets, and on condition, however, that if the said Corporation shall not commence the said railroad, and complete the same, within the time limited by their charter, then the privilege hereby granted shall cease and be void.

Adopted by the Board of Aldermen and Board of Assistants, January 30, 1832.

Approved by the Mayor, February 1, 1832.

Upon a subsequent application to the Legislature, by the New-York and Harlem Railroad Company, the following Act was passed, April

The People of the State of New-York, repesented in Senate and Assembly, do enact as

Sec. 1. The President and Directors of the New-York and Harlæm Road Company are hereby authorized and empowered, with the permission of the Mayor, Aldermen and Com-monalty of the City of New-York, to extend their railroad along the fourth avenue to Fourteenth street in said city, and through such other streets in the said city as the Mayor, Aldermen and Commonalty of said city may from time to time permit, subject to such prudential rules as are prescribed by this Act, and as the said Mayor, Aldermen, and Commonalty in Common Council convened, may prescribe.

Sec. 2. The President and Directors of said Company are hereby authorized to increase their capital stock to such sum as may be nocessary for the purpose aforesaid, and to issue scrip therefor; but their capital stock shall not in the whole exceed the sum of five hundred thousand dollars.

Sec. 4. No carriage or vehicle shall be drawn

Sec. 5. Every carriage or vehicle, drawn or propelled on said railroad, shall be provided with suitable safe-guards, projecting in a descending direction near the surface of the rails, in front of each forward wheel, in such manner as to ensure the greatest safety against accidents.

Sec. 6. No such carriage or vehicle shall be drawn or propelled at a greater speed than at the rate of five miles an hour in any street of said city below Fourteenth street.

State of New-York, Secretary's Office. I certify the preceding to be a true copy of an original Act of the Legislature of this State on file at this office.

ARCHIBALD CAMPBELL. Deputy Secretary.

Albany, April 6, 1832.

sport of a Committee to the President and Directors of the Paterson and Hudson Ri-ver Rail Road Company.

The committee appointed to prepare and make an exposition of the present state of the road,

and its future prospects, réport :

That, in the execution of their duty, they have obtained from the Chief Engineer of the Company a report of the present situation of the road, as to its construction and cost, with a statement of the further amount of money that will be required for its completion; which report is here-unto annexed. By this report it appears that there has been expended in the construction of the road, and charges incident thereto, the sum of \$228,25% 16, and that it will require the further sum of \$133,066 67 to complete it to its junction with the Newark road; and that it will be finished to that point in the course of the next

l	autumn.				1
	Of the amount expended, there has been appropriated,			And ther required finish	i to
	For grading the road from Pater- son to end of 11th section, dis-			same,	
١	tance 71 miles,	\$ 57,200 6	:3	19,451	49
	cluding foundations, distance 51 miles,	45,578 1	15	20,378	00
	to western base of Bergen hill, including all materials, distance 13 miles,	45,049 3	32	27,625	95
	ver, Berry Creek, Hackensack River, and smaller creeks, and Culvert, and masonry, Building denot at Paterson, stables.	31,668 8	31	27,761	23
	car house at landing, purchasing passenger cars, and burthen cars, horses, &c.,	15,017 7	ł	850	
	Paterson,	13,645 9	- 1	2,000	00
	es, and on Bergen ridge, Engineer Department, including	2,199 6	35		
	surveys, location, and wages of assistants and workmen, and purchase of instruments Incidental expenses of direction, salaries of officers, counsel see,	12,404 0	2	8,000	00
	office rent, furniture, fuel, printing, &c Two locomotive engines.	5,488 6	54	2,000 8,000	00
	Making road from western base of Bergen ridge to junction, 1 mile,			17,000	
		228,252 1	16	133,066 228,252	67 16

For a more minute detail of those expenditures, the committee refer the board to the annexed report of the Engineer.

\$361,318 83

The committee further report:

That the committees on the part of the New-Sec. 3. After obtaining the consent of the said Mayor, Aldermen and Commonalty, the sional arrangement, subject to the confirmation of nearly suspended by reason of the cholers, which said Company shall not construct any railway the board, as to the formation of the road, from in any street of the City of New-York below the point of junction on the west side of Bergen These facts alone, connected with the increased

pose in their charter mentioned, or if at any Prince street, until they shall have completed hill to the Hudson river: by which arrangement time after the construction of the said railroad, four miles of their road above said street. that part of the road is to be the common property of the two Companies, with equal privi-leges in all respects, and to be constructed under the New-Jersey Rail Road and Transportation Company, who have already put the same under contract, and a strong force is now employed in its construction, with the hope that it will be finished to Jersey City during the next autumn, and with full confidence that its final completion will not be delayed beyond the succeeding spring.

The committee have also procured from E. Beach, Esq., the Chief Engineer of that Company, a statement of the expense of graduating that part of the road, amounting to \$115,529 96, that part of the road, amounting to \$115,529 96, to which must be added the sum of \$22,400, for the expense of a double set of tracks on the same, making the amount of \$137,929 86; of which amount, this Company is bound by the arrangement made between the two Companies, to pay two-fifth parts, equal to \$55,171 88; which, added to the said sum of \$361,318 83, the cost of the road to the point of junction, gives as the total amount of the cost of the road from Paterson to Jersey City, including all the necessary locoto Jersey City, including all the necessary locomotive power, cars for passengers and burthen, and land for road and depot, the sum of \$416,-490 81, equal to \$26,030 per mile. But of this amount, it is to be observed, that the sum of \$88,547 75 is applicable to the building of bridges, and purchasing the lands for and building the department. and purchasing the lands for and building the de-pot, and purchasing the moving power; leaving a balance of \$327,943 06, which is strictly ap-plicable to the grading and formation of the road, including the land for the same, equal to \$20,049 43 per mile.
This amount exceeds the original estimate of

the cost of the road. But when we consider the nature of the country traversed by this road, overcoming two hills as formidable as Berry's hill and the Bergen ridge; crossing the Hackensack and Passaic rivers, besides other smaller streams, by a line of bridges, altogether more than 2,100 feet long, and those built in the most permanent manner; passing over about five miles of salt marsh, and connecting the town of Paterson with Jersey City, by a line of road 16 1-8 miles long; exceeding the length of a straight line by only about 513 yards, and securing the use of that road by locomotive engines, without the aid of stationary power,—it is confidently believed that the work will have been finished with as small comparative expense as any in the country.

And the novelty of the formation of the road

over the salt marshes, and the unexpected intervention of quicksands on Berry's hill, furnish a satisfactory reason for the difference in the original estimates of the Engineer and the result: and although the cost of the road exceeds the original estimate, it is highly satisfactory to the committee to be enabled to state with confidence to the board, that a careful investigation has re-sulted in a firm conviction, that the income of the road will greatly exceed the amount originally anticipated, so much so as to render it much more productive than was then expected; and upon that subject they submit such facts as have led them to their conclusion, in order that the correctness of those conclusions may be tested by the judgment of others interested in the success of the road.

As to the number of passengers, it is to be observed, that the road was finished from Paterson to Acquackanonk, a distance of 4 1-2 miles, and the cars of the Company commenced running over that part of the way early in June last, and have continued so to run until this time. Duhave continued so to run until this time. During two months of this period, one half of the Paterson stages withdrew from the road, and carried their passengers through, from New-York to Paterson. The Owego stage, which passes from New-York through Paterson three times a week, did not use the rail road, as they probably will when it is finished. And during a conside-That the committees on the part of the New-Jersey Rail Road and Transportation Company, and of this Company, have entered into a provi-Paterson and New-York and other towns was

the amount which has passed over it upon an average since it has been in operation. But there verage since it has been in operation. But there are other circumstances which should be taken into view in considering this subject. There is a regular line of stages running from New-York on the west side of the Hudson river, and passing from Hoboken through Hackensack, Hoppertown, and Ramapo, to Albany. It is believed that this line will pass over our road when finished. Because from Hoppertown (a point common to both routes) it is but about 74 miles to Paterson, and from thence by the rail road to Jersey City it is 16 1-8 miles, and from Hoppertown through Hackensack to Hoboken it is about 21 miles, which is but 2 7-8 miles less than through Paterson to Jersey City. If we suppose the rate of travelling on the common or turnpike road to be six miles an hour, and on the rail road 16 miles an hour, the route through Paterson will be passed over in 1h. 17m. less time than that through Hackensack; and this difference in favor of the rail road route will be increased in the season of bad roads.

There is a large amount of travelling from the north and west, passing by the route of the Caldwell turnpike, and the Newark and Pompton turnpike, through Newark to New-York. Much of this travelling would pass thro' Paterson but for the bad roads between Paterson and the Littie Falls, and between Paterson and New-York.

A Company has been incorporated during the present session of the Legislature, to form a turnpike road from Paterson to the Little Falls; and it is confidently believed that a very considerable proportion of this travelling will pass over our road when finished, and the carrying of the mail between New-York and Paterson will without doubt be an item in the receipts of the Com-

The foregoing remarks apply chiefly to the probable effect which will be produced by changing the direction of the present travelling; but in presenting a view of the prospects of the road, we should anticipate the probable increase. of travelling, by reason of the increase of the population and business of Paterson and the neighboring towns. By reference to a census of Paterson, taken by the Rev. Samuel Fisher in June, 1824, it appears that there were at that time in Paterson 4,737 inhabitants. And by a census taken by the same gentleman in July, 1832, it appears that there were 9,085 inhabitants, the population having nearly doubled in eight years. And the same causes which produced this rapid increase continue to operate, and will probably continue to produce similar effects. And in viewing the geographical situation of the country, the committee cannot overlook the fact, that this road may, and probably will, form the first section of that rail road which is destined to connect the western country with the city of New-York.

As to the tonnage, the committee have procured statements from the two experienced merchants of Acquackanonk, who have for many years past been engaged in freighting goods from New-York to that place: by one of those merchants, the tonnage is stated at \$15,650 a year, including the business of the regular wagons that ply between New-York and Paterson. By the other it is stated at 11,200 tons a year, exclusive of the business done by those wagons.

In addition to this, there are six regular hoats on the Hackensack river, plying between Hack-ensack and the city of New-York, and it is stated by one of the principal merchants of Hackensack, that the business direct from there to Paterson employs at least one of those boats; and the others, besides supplying the town of Hackensack and its vicinity, are employed in freight-ing the goods for fourteen manufacturing estab-

price of delivering goods from New-York to Paterson \$2 50 per ton, which is increased to \$6 25 in the winter season, when the navigation of the rivers is closed. 'The transportation of goods on the rail road is estimated at one dollar per ton from Paterson to the Hudson River. With these facts before them, and taking into consideration that goods will be delivered not only cheaper, but with greater certainty and dispatch by the rail road than in any other manner, the committee have estimated the tonnage of the road at 15,650 tons a year, as the minimum quantity which will pass over it.

In estimating the current yearly expense of the road, it will be observed that we allow \$16 per day for the moving power: in this respect we have formed our conclusions from the last annual report of the Baltimore and Ohio Rail Road Company, (see 6th Annual Report, page 53,) who from actual experience have ascertained that \$16 per day is sufficient to cover all the expenses incident to a locomotive power that is adequate to perform a much greater business than is assumed as the business of our road. In this estimate of

the moving power there is allowed for 1 Engine man per day, - \$2 0 1 50 Assistant, Ton Anthracite Coal, 8 00 Oil, **50** Repairs and renewal of engines, 50 Interest on cost of engines, 75 Contingencies, 75

\$16 00 per day. With these views the committee submit the following estimate:

The amount of travelling from the 5th of June to the 31st of December, 1832, as appears by a statement of the Secretary of the Company, was

18,036, being an average of 86 pas-sengers per day. This being dou-bled, gives 172 passengers a day at 75, equal per year to - **\$47**,105 00

onnage, 15,650 tons a year, at \$1, 15,650 00 **862.755** 00

Annual expense and renewal of road, moving power at - \$5.840 \$16 per day, -Salaries of the officers of the Company, -- Agents, one conductor at \$2, 2,000 One at each end of road, at **\$**500, -1,000 Eight common laborers, at \$250 each, 2,000 For repairs and renewal of road, 3,750

Leaving a balance of Which amounts to more than 11 per cent. on the estimated cost of the road, to be divided. In ascertaining the last charge of \$5,750 for the re-pairs and continued renewal of the road, the committee have assumed that the sills of the road. which are all of red cedar or locust, will last twenty years. That the rails, which are of Georgia pine, will last nine years. That the piles of the bridges, which are all of thrifty white oak, will last but twelve years, and that the bridges which are composed of white pine, will last twenty years, and that the materials of the whole road, including the bridges, will be entirely renewed as to the several parts thereof, within the said periods of time respectively, and it is believed that the allowance is very ample for the object proposed.

15,320 00

By the charter of the Company, the original capital stock is limited to \$250,000, with the priing the goods for fourteen manuscruming countries are nearer by some miles to Paterthe Newark road, it will cost the sum of \$361,318 Hoppertown, Godwinville, and Paramus, which establishments are nearer by some miles to Paterson than to Hackensack.

The price of the freight of goods from New-York to Aquackanonk and Hackensack respectively.

facility of travelling on a rail road, warrant the tively, is \$1 25 per ton, and the transportation committee recommend. It will cost, according committee in estimating the immediate regular from either of these places by the common or travelling of the road when finished, at double turnpike road is also \$1 25 per ton, making the further sum of \$55,171 98 to complete the road to Jersey City, making an excess over and above the capital stock subscribed of \$166,490 71.

The committee further report, that they consider it highly expedient that a branch of this road should be made in conjunction with the Newark Rail Road and Transportation Company, from near the eastern base of Bergen Ridge to Harsimus, and from thence to Hoboken, altogether a distance of one and a half miles; involving an expense to this Company of a very small amount in comparison with the advantages of that route, and therefore they recommend that the sum of \$200,000 he obtained, either by an increase of the capital stock, according to the provisions of the charter, or by a loan, as may be thought most expedient. All which is respectfully submitted.

Ph. Dickerson, MARK W. COLLET, Committee. Paterson, Feb. 14, 1833.

At a meeting of the Board of Directors, held on the 14th of February, 1933, the foregoing report having been read, it was unanimously re-solved that the same be accepted, and recorded; and that Samuel F. Mott, Ph. Dickerson, and Mark W. Collet be a committee with authority to borrow, for the purposes expressed in said report, any sum not exceeding the said sum of \$200,000. E. B. D. Ogden, Secretary. Feb. 14, 1833.

CONTROVERSY between the Chesapeake and Ohio Canal Company and the Baltimore and Ohio Rail Road Company.

A very long report was made in the Maryland house of delegates on the 11th inst. upon certain memorials which involved all the points of controversy between the Chesapeake and Ohio Canal and the Baltimore and Ohio Rail Road. From it we learn, officially, some facts and circum-stances which we have thought might not be uninteresting to our readers.

It is known that the great point in controversy is the passage along the Point of Rocks below Harpers' Ferry, the impression being very general that the ground there is not sufficiently wide to permit both the canal and rail road to pass; and it is further known that the priority of right has been adjudged to the Canal Company. In order to understand the difficulties of this passage, the committee of the Maryland house of delegates made a visit to the Point of Rocks, and returned with the full conviction that both the works might even now be carried along the difficult passes mentioned, "at no unreasonable sacrifice of the interest, convenience, or public utility of the canal." The committee say that "it was in full proof in the cause lately decided between the two Companies, upon the evidence of competent men, the engineers of both, that through these passages there was sufficient room to conduct both works, allowing to each its full capacity—that is to say, to the rail road a breadth of thirty feet, and to the canal a breadth of fifty-six feet three inches, with its full cross section of three hundred and six feet." The cause, however, having been decided in favor of the Canal Company, its directors "chose to depart from previous locations, (say the committee,) and to jam the canal close against the hills, so that the passage of the rail road beyond the point at which it is now barred up, is rendered morally, if not physically impracticable, unless by a sacrifice of a small portion of the redundant advantages which the Canal Company holds but by the bounty of Maryland."

The canal having thus been made in this manner at the places mentioned, the committee sug-gest that the best means of carrying on the rail road is, to take a strip of fifteen feet of the

The Canal Company are offered some inducements to grant the privileges asked for the rail road, such as extending the time for completing the first hundred miles, which it may be impracticable to do within the charter, and some lati-

tude in the use of water privileges.

The report seems to have been drawn up with much candor, and the propositions it makes to the Canal Company seem to be fair and reasonable. We hope they will be met in a corresponding spirit, and that both these splendid works of improvement may be happily consummated.

We have read the report, of which we have thus given an outline, with the more interest, as our own rail road to the Potomac is greatly dependent upon the success of the enterprize of our Maryland neighbors. The question is very frequently asked, Why is the Baltimore Rail Road delayed, and what is the state of the controversy with the Canal Company? We have given above the latest information on the subject, and have laid aside the report itself for the perusal of those who wish to examine it at length.

DANVILLE AND POTTSVILLE RAIL ROAD .have the pleasure to announce, that it is confidently believed that the proposition which has been made to the commonwealth for the subscription of stock to this rail road, will be acceded to by our Legislature. We have learned that a bill recommending the investment, has been reported in both houses. That the great work of internal improvement which has been constructed majority of the Freeholders and voters of this under the authority and at the expense of the commonwealth, the Pennsylvania canal, is destined to receive a considerable amount of tonnage from the completion of the western division of this rail road, will scarcely admit of a doubt. And that consequently the State will be a great gainer on this ground alone, without estimating the intrinsic value of the stock of the rail road, is equally obvious to every understanding. It is erroneous to infer, that because rail road stocks have not been productive property before the roads themselves were in complete operation, that they should always continue so. The contrary has been recently proved in a very satisfactory manner. Not more than a week since, thirty shares of the stock of the West Branch Rail Road were sold in the city of Philadelphia, at seventy-five dollars a share, originally purchased at fifty dollars—the advance being equivalent to fifty per cent. This was a fine opportunity for investment, when the stock was selling at par only a few months ago, which the preju-diced doubted at the time, but are now nolens volens compelled to admit. Without any immediate interest to be promoted, whatever ultimate benefit may be conferred by the completion of the western extremity of this rail road, our inhabitants nevertheless are well pleased to witness in common with all other sensible citizens, the anticipated successful result of the application to the commonwealth. For ourselves, we have no hesitation in repeating what we have all along confidently asserted, that when the intermediate distance on this rail road is finished, or in other words, when the whole route is accomplished, the value of the stock will go beyond that of any similar work in the country.-[Miner's Jour.

ON THE PROBABLE APPLICATION OF STEAM POWER TO VARIOUS PURPOSES.—It is not improbable, that in nothing will greater changes be effected before the close of the year which has just commenced, than in the purposes to which this tremendous agent will be applied rially injured. The tender had be really injured.

given up, together with five feet of additional excavation on the rocky side hills, will afford a passage sufficient for the rail road." All the expassage sufficient for the rail road." All the expense attending these contractions of the canal to be paid by the Rail Road Company.

The Canal Company are contracted by the Rail Road Company. ominous shakes of the head and shrugs of the hand. fore our eyes, and nobody seems astonished.

ens are hatched by steam; potatoes are boiled, money is coined, whiskey distilled, water is pumped, bullets are driven, gun-barrels bored, watch cases turned, foul clothes washed, tortoise shell combs mended, anchors hammered, liven in blook and more desired. [Petersburg Intel.] steam; logs and marble are sawed, and chickships' cables twisted, linen is bleached, sugar refined, jellies and soups are made, and houses warmed, by steam; in short, there is scarcely an object of human necessity, comfort or luxury, in the production of which some use is not made of this universal and most accommodating of all agents.

No man can set bounds to its utility and the modes of its application. We shall not be surprised to find it, before the year is out, employed to extinguish fires, to blast rocks, or in excavating the earth for canals; some of us may live to see men enabled, by its assistance, to traverse the air, or explore the depths of the ocean; and who knows even but that its energies may in some future age, when man's knowledge and ingenuity shall bave reached their highest state of perfection, be successfully directed to the discovery of the philosopher's stone, the north-west passage, long-sought for "perpetual motion?" and the

Town, that the Commissioners have resolved to contract for a loan of \$200,000 to be invested in the stock of this Company; this, with the individual subscription already made, will be more than sufficient for the organization of the Company; and the commencement of the work during the spring, may be reasonably calcula-ted on. We hope to be able to show that the probable amount of transportation of produce, merchandize, &c. over this road will be so great as to demonstrate that the stock in this Company will be as profitable, if not more so, than the stock of any other company in the Union.—
[Fayetteville Journal.]

ACCIDENT ON THE RAIL ROAD .- As rumor has greatly magnified an accident which occurred lately on the rail road, we have been at some pains to collect a statement of the facts. It appears that, on Monday last, as the locomotive and train approached the bridge over the Three Creeks, about three miles from Belfield, a young man who was sitting on one side of the tender, carelessly attempted to draw in his legs, which were hanging over on the outside, but projecting them too far across the road, he struck against one of the posts of the bridge, and was knocked off and fell on the rails, the cars passing over one of his arms from the shoulder to near the wrist, mangling it in a shocking manner. He was immediately placed in one of the coaches, and the train proceeded on to Belfield at a velo-city increased by the desire of the Engineer to procure medical assistance as speedily as possi-ble. On arriving at the Belfield depot, either from a sudden order to change the direction, or from some other cause, the turn-outs had not been properly placed, and, before the error could be corrected, the engine and tender, under a heavy press of steam, were precipitated off the rails. The Engineer and attendants were thrown

to the canal are said to be "manifestly more than sufficient to permit the passage of two boats, whose breadth can never exceed that of the lock chamber, fifteen feet." "The fifteen feet so chamber, fifteen feet so chamber so chamber so chamber so chamber so chamber so chamber so chamber so cham

The transportation of produce and passengers will suffer no interruption from this accident, the Most of the London presses are worked by Company having immediately placed on the line a sufficient number of horses, by which means

> Illinois Canal .- We understand that in the Report of the Canal Commissioners to the Legislature, the cost of this proposed work is estimated as follows:—
> If the Lake is inade a feeder for the Canal, \$4,043,-036; if the Lake is not made a feeder, \$1,601,695. To construct a Rail Road on the same route, the cost is estimated at \$1,052,488: a tumpike road, on the M'Adamised plan, \$1,041,624. From the acknowledged qualifications of the engineer, J. M. Bucklin, Esq. these estimates are believed to be as accurate as the nature of the case will admit. With these esti-mates before the Legislature, that body will undoubt-edly give a preference to the Rail Road as a means of communication from Lake Michigan to the navigable waters of the Illinois river. A bill to incorporate a company for the construction of a Rail Road on this route, is now before the Legislature. No vote has yet been taken which gives any indication of its fate. fit should become a law the present session, we shall be very agreeably disappointed.—[Sangamo Journal, Springfield, Illinois.]

[From the Albany Argus.]

CANAL TOLLS.—The report of the Commissioners of the Canal Fund, communicating a statement of all the tolls collected upon all the canals of the state, during the season of navigation of 1832, was made to the legislature on the 19th ult. The aggregate result is as follows :-

\$1.085,612 28 Erie Canal 110,191 95 Champlain Canal

-\$1,195,804 23 10,786 20 13,893 04 Oswego Canal Cayuga and Seneca Canal

Making a total of \$1,229,483 47 Notwithstanding the prevalence of the cholera during last season, and the consequent derangement and diminution of the business of the canals, the tolls on the Erie canal are only less by \$6,101 98 than they were the preceding year : and on the Champlain canal there is an increase of \$7,295 72; so that on these two canals the tolls collected in 1832 exceed those of 1831, by the sum of \$1,193 74. There is an increase on the Oswego canal of \$3,515,10; and on the Cayuga and Seneca canals of \$272 65. This makes the increase on all the canals \$5,681 49.

GREAT CANAL OF GOETHA.—This magnificent water-line, which passes through the heart of Sweden, and unites the North Sea and the Baltic, was opened with great solemnities on the 26th of September last. It will admit vessels drawing nine feet and a half water, and two and twenty feet in width; and they may make the passage into the Baltic in eight days, with the aid of steamboats across the lakes which occur on its line. It has been two and twenty years in construction, and cost rather more than 10,430,000 dollars (£1,285,000), of which 6,378,334 dollars were contributed by the state.-[Athenæum.]

Extraordinary Railway performances.—On the oc-casion of a scientific gentleman visiting the Liverpool and Manchester Railway, some very extraordinary performances were effected. On two occasions, a load amounting to one hundred tons was drawn by one engine from Liverpool to Manchester, a distance of above thirty miles, in an hour and a half, being at the average rate of twenty miles an hour. An eight horse wagon on a common road, is capable of carrying only eight tons a day. Consequently it would take one hundred horses working for one day on a turnpike road to perform the same work as was beembrace.

AGRICULTURE, &c.

[From the New York Farmer and American Gardener's Magazine.]

AGRICULTURAL SCHOOL.—State Agricultural Society. - We take pleasure in laying before our readers the following important docu- and process of curing, taught to the pupils, ment. We hope they all will read it, reflect on it, and firmly resolve to act in accomplishing this great object in view.

The committee appointed at the first meeting of the Society, to report a plan for an Agricultural School, with an estimate of the expense necessary to establish and put the farm; same into operation, together with their Mac views of such an establishment, beg leave to

submit the following Report: The main objects of the proposed school are, to impart to agriculture the efficient aid of the sciences, and to furnish it with the best models of practice; to teach, simultaneously, in the period of youth devoted to academic studies, the practical operations of husbandry, and such branches of useful knowledge as may tend to elevate its character, and increase its products. The plan, therefore, should

1. A Farm, of sufficient extent to afford room for the diversified operations of tillage, cattle and sheep, husbandry, and of orcharding and gardening—on a scale that will admit a fair comparison being made of crops, or breeds of cattle and sheep, and of the varieties of hardy fruits; --- and sufficiently diversified in soil and surface as to admit of satisfactory experiments:

2. A Farm House and Farm Buildings, which may serve as models of convenience taste and economy, and accommodate the head farmer and his assistants:

3. A School Building, for the accommedation of teachers and scholars:

4. A Library and Philosophical Apparatus: 5. Stock and Implements for the farm: and,

6. Shops for the construction of farm implements and machinery, for the use of the farm, for the illustration of mechanical science, and to afford practical instructions to the pupils in mechanics.

These items of expense, which may be considered preliminary and permanent, to-gether with the cost of the furniture required for the school building, are estimated at \$7,500.

1. The plan of Education might embrace, Practical instructions in the various operations and labors of the farm, the garden, the orchards and the shops: and,

2. The study of the natural sciences generally, mathematics, mechanics, chemistry and Board and tuition of 200 pupils, at drawing, so far as these may conduce or become subservient to agricultural improvement, Produce of farm, together with such other branches of knowledge as will qualify the students for the higher duties of civil life,—such as will fit them to faithful magistrates, and wise legislators.

common school education, to be at least four-teen years of age, and of good moral charac- for any deficiency in the estimate, the com-

apart for experiments in husbandry, and the equalized among the population of the state, first requisites to improvement—a conscious details and results of these experiments accu- would operate as a tax of about five cents to ness that their system is not the most useful while not a few are influenced, in their hostil

nchard should contain all the good hardy fruits,|| or that are ornamental,—in order that the relative value of different species and varieties lish and put the same into successful and permay be determined, and their mode of culture, manent operation. It only remains for them and the approved kinds furnished for public distribution.

school:

Machinists and assistants for the shops; and garden and orchard.

The number of officers and assistants do not pretend to state with precision, in their

may be expected to increase for some years, The committee have assumed, as than by his military exploits. tuition. the first four years. Upon the assumed data, then, the estimate would exhibit the following result.

1000100			
PRELIMINARY :	EXPE	nses.	•
Farm of 400 acres, at \$	30,	-	12,000
Farm buildings, -		•	6,000
School buildings, -	-		25,000
Library and apparatus,	-		7,500
Stock and implements,	-		3,150
Shops and tools, -	•	•	1,250
Furniture for school,	•	-	1,150
Incidental,	•	•	1,500
			•

Total preliminary expense, \$57,550 ANNUAL EXPENSE.

Salaries of officers and teachers of the school, 5,100 Do. of manager and laborers on farm, -1,000

Do. of machinists, 600 Do. of gardener, 300 Expense of boarding 200 pupils

at \$1.50 per week, Servants for the establishment, 2,000

Estimated annual expense, \$80,950

23,400

follows:

\$30,000 \$150 per annum,

Thus the total expense of establishing the become independent electors, discreet jurors, school, and of maintaining it the first year, is estimated at \$80,950, and the income, after As prerequisites to admission to the school, the first year, it is believed, will be amply sufthe pupils might be required to possess a good ficient to defray all expenses. Yet to meet ter. Four years might constitute a course of studies; and the internal regulations and police of the school might be conformed, in a measure, to those of our military academy.

A department of the farm should be set sufficient to meet all its wants. This sum, if to guide them in better ones, others lack the server of the stronger hold than among farmanency to those of our military academy.

A department of the farm should be set sufficient to meet all its wants. This sum, if

· Your committee have thus complied with and specimens of all hardy plants, that may the requisitions of the society, in submitting be useful on the farm, in the arts, in commerce, the plan of an Agricultural School, and an estimate of the expense necessary to estabto state their opinion of its utility.

The agriculture of a country affords the est criterion of its prosperity. Whether we best criterion of its prosperity. To put the School into operation there will compare kingdoms, states, counties, districts be required,—a principal, professors and or farms, the condition of this branch of labor, teachers,—a steward and servants, for the which they severally exhibit, is a sure index, not only of the pecuniary, but of its moral A manager, laborers and assistants, for the condition. It is no less an axiom founded in truth, that agriculture prospers or languishes in proportion to the science and skill of the A practical and scientific manager for the men who manage its labors. It is not the natural fertility of the soil, so much as the intelligence and industry of those who till it. which will be required, must depend upon which gives to husbandry its interests and its contingencies: and of course the committee rewards. The man who devotes the energies of a highly cultivated mind, to the improveestimate, the amount of their salaries and pay. ment of this primitive and all important branch The proceeds of the school and the farm of labor, is a public benefactor. Cincinnatus did more to immortalize his name, and to com and will materially depend on the terms of mand our applause, by his love of rural labors. Washington, reasonable data, that the number of pupils amid all the honors that irradiated his brow, would average 200, and the average produce sought his highest pleasures in the business of the farm amount to \$4,000 per annum, for and retirement of the farm. And it was the first remark of our present chief magistrate. to the writer, after introduction, that he would not forego the pleasures of the farm for all the honors and emoluments that this nation could confer upon him. Education enables man to appreciate the wonderful provisions which God has made for his happiness in rural life, and imparts to him the ability of diffusing instruction and happiness to multitudes around him.

It should be the policy of government, therefore, which watches over the interest of all, to infuse into the labors of husbandry all the lights of science and knowledge—to take care to expand and elevate the minds of those who are to give it efficiency and character, and to call forth skill and industry by proffered re-With us these considerations possess peculiar force. Our population and busines are emphatically agricultural, and every aid which is extended to this class, benefits, indirectly, every portion of the community. Agriculture constitutes the fountains of the thousand rills, which, swelling and traversing every part of the state, propel the spindle and the hammer of the artizan and the manufacturer, and finally, by their union, make up The Annual Receipts are computed as the mighty stream of commerce which unceasingly flows into the Atlantic.

That our agriculture is susceptible of improvement—that the products of its labors 4,000 may be doubled, nay quadrupled, must be apparent to those who have compared our husbandry with that of some European countries, or who have contrasted, at home, the well cultivated district, or farm, with those which are badly managed. How is the desired amelioration to be effected? How can a better husbandry be so well promoted, as by teaching it to our youth—by sowing our seed in the spring-time of life? Prejudice no where retains a stronger hold than among farniers who have approached or passed the me-

we would efficiently improve this great branch of business, and elevate its character, as well as the character of those who are engaged in its operations, we must do what universal experience has shown to be the only sure method:-we must lay our foundation in the rising generation—we must teach the young idea how to shoot-we must instruct the head to help the hands. Our physical and mental powers are twin sisters. They lighten each other's labor, and mutually impart a zest to each other's enjoyments. And as it is becoming common to introduce manual labor into literary schools, it is courteous that literature and science should requite civility, by associating with the inmates of schools of labor.

Agricultural Schools, although of modern date, have nevertheless been established in most of the states of Europe, and their utility has been fully demonstrated. Who has not heard of the school of Fellenburgh, at Howyl, or of Von Thayer, at Moegelin-to which young men are sent from every part of Europe, and even from America? In France and Prussia, Agricultural Schools have been founded and maintained by the governments. If they are found to be beneficial, and worthy of governmental support, in countries where power is vested in the few, how much more salutary must they prove here-where our institutions receive the impress of their character from the many, and where the perpetuity of these institutions depends emphatically upon the intelligence and virtue of the agricultural population. Despotism will never flourish in the American soil, but through the ignorance, and we may say consequent depravity, of its cultivators.

Your committee recall to recollection, with feelings of pride, the munificent benefactions of the legislature, to advance the literary character of our state; and the fact, that comparatively nothing has been done, legislatively, to improve our agriculture, which employs five-sixths of our population, can only be ascribed to the fact, that nothing has been asked for-nothing thought of. Our public colleges and academies, for literary instruction, are numerous and respectable. They meet our eye in almost every village. But where are our public schools of labor? which is the grand source of individual and national prosperity and happiness? Our litemore than two millions of dollars from the it. liberally of the public bounty. It will not, however, be denied, that the benefits which rank and file of society, destined by heaven are virtually denied a participation in the sci-ence and knowledge—in the means of improve—the loss equal to the worth of the cow in the lated to dispense. Is it not a mandate of duty, with the trouble of feeding them. In the then, as well as of expediency, that the bene-ineighborhood of large towns, where hay comrally dispensed? We hazard not the fear of contradiction in assuming, that if a moiety of winter upon such kinds of food as are produc-

desire to keep things to their own level. If far greater than they are at the present day, led both for horses and cows, by labor during How many hundreds may now be pointed out, the winter, wherewith they may be fed at less of liberal education, who are mere cyphers in expense, or will consume less of the merchansociety, for want of the early habits of applica. Itable produce of the farm, than when fed on tion and labor, which it is the object of the proposed school to form and to infix! And how many, for want of these habits, have been Straw, when chopped fine and soaked or boilprematurely lost to their friends, and to a purpose of usefulness for which man seems wisely to have been created—that of doing good to his fellows.

From a full conviction, that the interests of the state not only warrant, but require, an appropriation of public monies to this object, your committee beg leave to recommend to the consideration of the Society the following resolution:

Resolved, That a respectful memorial be Society, and of the great interest which it remade by law, for establishing a School of Agriculture, on the plan recommended in the preceding report; and that the co-operation, in this application, of societies and individuals, friendly to the object of the petition, be respectfully solicited.

Albany, Feb. 14, 1833.

ALBANY HORTICULTURAL SOCIETY .- At a meeting of this Society, on Friday, 1st Feb. ing two tons of hay the same distance, allow ruary, 1833, the following Gentlemen were elected as Officers for the ensuing year:-

JESSE BUEL, President. AMBROSE SPENCER, 1st Vice President. John Townsend, 2d do. JAMES STEVENSON, 3d do.

D. B. SLINGERLAND, Treasurer. R. V. DE WITT, Corresponding Secretary.

B. P. STAATS, Recording Secretary.

COUNSELLORS.

E. Corning, John S. Walsh, E. C. Delavan, Joel A. Wing, G. V. Denniston, V. P. Douw, C. R. Webster, Jno. Willard, John Woodworth, Alfred Conkling, H. G. Wheaton, Peter Wendell, Richard Yates, Agustus James, Jno. W. Bay, B. F. Butler, J. T. Norton, G. W. Ryckman, John E. Lovett, George Mc-Pherson, William Barney, H. L. Webb, M. French, and Jno. I. Godfrey.

On FODDER.—There are none of the farming operations that require more attention Where is the head taught to help the hands, ing operations that require more attention in the business which creates wealth, and than feeding cattle through the winter, and yet by many no one thing is more neglected. We do not mean that farmers neglect to feed erary and professional schools have been their cattle, but that they neglect making reared up and sustained by the expenditure of calculations as to the profit and loss attending public treasury, and they continue to share good milch cow, in the spring, bears the same the leaves of the native mulberry. Mrs. H. is they dispense are altogether partial—that the hay alone, will consume two tons during the be considered as a public benefactor for the exwinter, or from the time when they commonce to become the conservators of civil liberty, feeding them until they are turned out to grass ment and of happiness, which they are calcu- fall, when so fed? We answer yes, together with the trouble of feeding them. In the fits of public instruction should be more gene- mands a great price, we consider it bad policy the public monies, which have been appropriated to literary schools, had been judiciously applied, in rendering science subservient to the arts, and in diffusing the higher branches among the laboring classes, the public bene-

ity to public means of improvement, by the || fits from the appropriation would have been || are many kinds of feed which may be preparhay, by which the labor of winter becomes more valuable than when this is omitted .ed with a small quantity of meal, potatoes, pumpkins, carrots or cabbage, makes an excellent feed for cattle or horses, and milch cows fed with such food will give more milk than when fed with hay alone.

In our long northern winters, sheep require some food of the kind, otherwise they are apt to become costive and feverish, which never fails to give their wool that yellow cotted appearance, which is commonly called the effects of being hide bound. We call the attention presented to the Legislature, in behalf of this of farmers to this subject, wishing them to take such notes the present winter as will en presents, praying that suitable provision be able them hereafter to pursue that course which shall be found profitable. From the price hay bears in the country, it cannot be transported by land to any considerable distance to market without loss, but the same amount of property may be driven at a small expense. We would ask, why is there not a sure profit attending the selling of cows in the fall and purchasing in the spring, equal to the difference between driving a cow or transporting the prices of both were regulated by the same market?

> Bone Manure.—This most valuable article, which is extensively used in England, has only recently become known to American agriculturists. Bones collected in the towns and cities are reduced to various degrees of fineness, and in that state applied to the ground. The last number of the New-York Farmer contains some information on the sub-The last number of the New-York ject, which we shall hereafter insert in the Star. We would, however, inform our readers that the article is now sold by Mr. John L. WARD, of Brooklyn, at from 30 to 40 cents per bushel. We hope our Gardeners will give it a fair trial.—[L. I. Star.]

> > [From the New-York Farmer.]

AMERICAN SILE.-Through Dr. Pascalis we have been presented, from D. C. Wallace, Esq. Secretary of the Hamilton County Agricultural Society, of Ohio, specimens of American silk, of various colors. The thread is even and fine, and the colors beautiful. It was manufactured by Mrs. Hannah, of Wayne county, Indiana, and obtained the premium of the Hamilton Ag-We have remarked that in this vicinity a ricultural Society. The worms were fed on price as two tons of hay. Most good farmers, deserving of credit, not only for having prowe believe, will allow, that a cow fed upon duced a handsome specimen of silk, but should ample she has set to our fair countrywomen.

> PIEDMONTESE REEL.—The American Institute of this city has obtained one of the celebrated Piedmontese silk reels. It is in the possession of Dr. Pasculis, and in a short time will be exhibited in reeling American cocoons.

> SWEET APPLE PUDDING.—Take one pint of scalded milk, half a pint of Indian meal, a ten

[From the New-York Farmer.] Suggestions relative to Gardeners' Work for March. By the Editor.

Although winter may linger and weary, like the prolonged stay of a dull prating visiter, yet this is the month of some activity. The gardener should recollect that the "powerful king of day" is about returning, bringing again under his calorific sway the northern half of his kingdom, and that preparations should be made for his august and most desirable presence.

"Where'er he treads, heat gladdens every plain; Delight on tip-toe bears his lucid train, t hope with conscious brow before him flies, Anticipating wealth from summer skies.

Potatoes.-This important and useful vegetable may be planted in boxes, pots or beds, in a warm cellar, and then forwarded in a hot-bed or transferred into a warm suitable soil in the open air. Towards the latter end of the month they may be planted in the open ground and covered with straw, leaves, or other litter.— Those that do not produce large tops are considered the best for early growth.

Peas.—The following are some of the most esteemed early varieties—Early Washington or May Pea, 24 feet high; Early Double Blossomed Frame, 3 feet; Early Nimble Dick, 24 feet; Early Frame, 24 feet; Early Golden Hotspur, 3 feet; Early Charlton, 3 feet; Early Petersburgh, 24 feet. The earliness of peas depends, in some measure, when the seed was gathered. If those that are first ripe are picked off for seed, they will ripen from five to fifteen days the sooner.

Parsnips may be sowed in some seasons as early as the middle of March.

Peppers.-The seeds of this plant may be put in a hot-bed this month.

Lettuce.—Sow the seeds of the tender kinds in a hot-bed: the more hardy in warm open borders.

Leeks.—On a bed of rich earth sow the seeds of this hardy plant in the latter part of the month.

Garden Burnet, Poterium sanguisorba. - Sov the seeds in drills, ten or twelve inches wide and one inch deep, in this month or April.

Purple Egg Plant, Solanum melongena. Near the first of March sow in a hot-bed.

Cucumber .- Sow the seeds, which should be more than one year old, in boxes or pots that are to be put in a hot-bed. This being a mo-noncious plant, and not having the aid of the wind and insects to scatter the farina, the male flowers should be taken off and the farina apphed to the stigma of the female flower.

Chives, Alium schoenoprasum.—This species Nathan Smith, of Roxbury, county of Nor of onion is propagated by off-sets from the folk, 43½ bushels of Winter-rye the acre.

Celery, Apium graveolens.—The seeds of White Solid are sown in a moderate hot-bed, the Apium graveolens.—The seeds of first weeks in March; or in a warm situation in the latter part of the month, near which time the seeds for a general crop are sown in a rich moist soil.

Among other useful vegetables that should be forwarded either in hot-beds or warm bor-ders are carrots, cabbages, cauliflower plants. The soil upon which the potatoes were raised ders are carrots, cabbages, cauliflower plants under hand glasses, beets, spinnage, tomatos, is a warm deep loam, sloping to the south-east, and turnips. Transplant hardy lettuce, and and for five years previous to the last has been dress asparagus and artichoke beds.

Rhubarb, Rheum rhaponticum.—This valuable plant for tarts is obtained from seeds sown in March, or from off-sets. The plant should be covered by a barrel or box, and heating manure put over the barrel. Very early in the spring the leaves of a rooted plant will be sufficiently large for use.

Cabbage Stumps should be taken up and put in favorable situations for producing greens.

Coverings may be removed about the end of this month, from semi-hardy flowering plants. Spring weather, however, should be well set in before many of them are uncovered.

possible.

Transplanting.-Fruit and forest plants may be set out at any time during this month, provided the ground be thoroughly commuted

Flowers of the most hardy kinds, that are designed to flower early, may be sown the latter part of this month, in warm situations. Many that are tender may be sown in boxes or pots, placed in sitting-rooms, green-houses, or hotbeds, and in April or May put in the open ground, with the balls of earth adhering to

Temperature.—As the season advances, air should be more frequently given to all housed or protected plants, especially in warm, clear davs.

Insects.-Plants protected with foliage often are invested with insects at this season. bacco smoke is generally used by florists to destroy them.

Propagating.—Plants may be propagated by cuttings, off-sets, and layers.

MASSACHUSETTS AGRICULTURAL SOCIETY. The Committee of the Massachusetts Agri-cultural Society, "On Vegetable and Grain Crops," having attended the duty assigned them award as follows :-

To William Carter, of Fitchburg, in the counof Worcester, for his crop of Potatoes, being 6911 bushels to the acre, the premium of twen-

ty dollars.

To Adam Knight, of Newbury, in the county of Essex, for his crop of Winter-rye, 45; bushels the acre, twenty dollars.

To Hooker Leavitt, of Greenfield, in the county of Franklin, for his crop of Winter-wheat, being 38 bushels and 22 quarts on an acre or rather on 3 rods short of an acre, twenty dollars

To Henry Sprague, of Princeton, in the county of Worcester, for his crop of Barley, being 544 bushels to the acre, twenty dollars.

The Committee, in justice to other claimants and thinking it may be useful, deem it proper to notice the applications for premiums of the following persons, and to recommend that the several statements, as to the mode of culture, not only of those to whom premiums have been given, but of the unsuccessful candidates, be published as part of this report. In the judg-ment of the Committee they are all of them well deserving the attention of farmers.

Gideon Foster, of Charlestown, county of Middlesex, 38, bushels of Winter-rye the acre.
Tristram Little, of Newbury, county of Es-

sex, 45 bushels and 20 quarts of Winter-rye the acre.

Payson Williams, of Fitchburg, county of orcester, 613 bushels of Potatoes on an acre.

All which is respectfully submitted.
P. C. Brooks, per order.

Boston, January 12, 1833.

Fitchburg, January 4, 1833. Hon. PETER C. BROOKS,-Sir, yours of the 25th ult. requesting information respecting my

is a warm deep loam, sloping to the south-east, grass-land, and mowed each year. The land was ploughed in the month of November, 1831, harrowed and cross-ploughed in the month of May, 1832. I then spread forty cart loads of horse manure upon the furrows and ploughed it in; and then furrowed two and a half feet

Seeds.—Many kinds of plants designed for There was no further laffor or manure expend-seed should be brought forward as early as ed, than as above stated, and no extra expense, or more pains taken, than in ordinary cases. Very respectfully, your obedient servant,

W. CARTER I, Joseph Smith, of Fitchburg, in the county of Worcester, and Commonwealth of Massachusetts, of lawful age, do depose and say that I was present and assisted to dig and measure the potatoes raised on one acre of land the present season, situate in said Fitchburg, and owned and cultivated by Mr. William Carter, of said town, being the same acre measured and surveyed by P. F. Cowdin, as appears by the certificate hereto annexed, and the whole quantity of potatoes raised on said acre of land was six hundred and ninety-two and one-half bushels. JOSEPH SMITH. Fitchburg, November 19, 1832.

COMMONWEALTH OF MASSACHUSETT

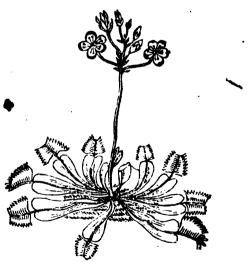
Worcester, ss. Nov. 19, 1832.
Then the above named Joseph Smith, personally appeared and made oath that the above written affidavit by him subscribed was true.

Before me, EBENEZER TORRY Justice of Peace.

Newbury, Oct. 29, 1832. To Jonathan Winship, Esq., Secretary of the Massachusetts Agricultural Society.

Sir,—I send you a statement of my method of raising a crop of winter-rye, on one acre of land the present year, which I wish to enter for a premium. The soil is a gravelly loam, rather dry than otherwise. The land was planted with corn in the spring of 1831, and manured in the hills with about six cords of manure to the acre, of common quality. In the month of August following, said acre was sown with three pecks of seed, and hoed in the usual manner. In the month of August of the present year, the rye was reaped and threshed, and found to measure forty-five bushels and five eighths of a bushel. There is standing on said acre of land seventyfive apple-trees, from two to six inches through at the root. ADAMS KNIGHT.

I hereby certify, that I assisted in reaping, threshing and measuring the above-mentioned rye, and there was forty-five bushels and fiveeighths, as above stated. TIMOTHY K. NOYES.



Dionæa Muscipula, Venus' Fly Trap. Q. Z. For the New-York Farmer.

This singular plant is considered one of the most remarkable and curious productions of the vegetable world. It belongs to the class Decandria, order Monogynia of Linnæus. The apart, and planted the seed in rows or drills. leaves are radial, lying upon the ground, and The seed was twenty bushels of the long red consisting of two parts. The lower, which is potato, and twenty-five bushels of common strictly speaking the leaf, is long, cordate, or blue. The planting was quite the last of May. As soon as the tops appeared, the land was servative appendage, which forms the upper ploughed and hoed; and when they were about 12 inches high, ploughed and hoed again. I kept no minutes of the expense of cultivation, divisions, like the teeth of a rat-trap, to which and am therefore unable to state it particularly. Ithis singular anomaly is thought to bear a close

METEOROLOGICAL RECORD FOR THE WEEK ENDING MONDAY, MARCH 4, 1833. KEPT IN THE CITY OF NEW-YORK.

[Communicated tor the American Railroad Journal.]

Date.	Hours.		Therm- ometer.	Winds.	Strength of Wind.	Clouds from what direction.	Weather and Remarks.
Tuesd. Feb. 26				WBW	moderate	wbys	fair
	10	.47	31	sw-s by w	fresh	••	
	2 p. ma.	.38	35	8W	strong	••	••
•	6	.27	35 36 34 38		fresh	••	
	10	.17	34		moderate	WSW	—at 12, bank of clouds from wsw
Wednesday, 27		29.98	38	W#W	fresh	••	eloudy—fair
	10	.95	43	sw to w	strong	••	fair—squally—wind strong and irregular
	2 p. ma.	.90	48	w	fresh	••	fair
	6	30.08	36	NNW	moderate	••	••
	10	.16		NW.		••	
Thureday, 28		.31	21	NE	light		cloudy—(snowy haze supposed from wsw)
	10	.39	26	NE to sE			
	2 p. m.	.39 .35	27	SE	moderate		—light snow
	6	.33	27 24 22 20				snow
	10	.28	22			. WEW	light snow(moen visible)
Friday, Mar. l		. 16	20	NE	fresh		snow
	10	.07	20			i	\ ··
	2 p. m.	29.99	24			l .	··
	6	.95			1 :-		snowy
	10	.90	22		moderate	•	la:
Saturday, 2		. 83	20	wsw-wbys-w		WNW	fair—scuds from wnw
	10	.84		waw-wby N	st'g-gale		—hard snew squalls
	2 p. m.	98		NW	gale	WNW	fair
	6	30.13			strong		•• `
	10	.23			1	}	
Sun day, 3	6 a. m	28	8	WEW	fresh	İ	1
	10	.26	21	! :-		WEW	—cloudy
	2 p. m	08	22	sw by w	1		cloudy
	6	29.90			1 :-		· · · · ·
	10	.89			moderate		la:
Monday, 4		. 30.04	19	NWNNW	frest		fair—scuds from NW
	10	.10		NW	strong	NW by N	i · ·
	2 p. m	. 18	24	NW by N	fresh	1	1:
	6	.27	21		moderat	7	clear
	10	.35	15	· · · ` .	1	1	1

Average temperature of the week, 26°.15.—Maximum elevation of the barometer in February, 30.47.—Minimum 29.47.—Range, I inch.

Observations of Northeasterly winds for February, (including N.) 22; of Southeasterly, 5; of Southwesterly, 48

Observations of Northeasterly, winds for February, (including N. 22; of Southeasterly, 5; of Southeasterly, 40; of Northwesterly, 57.

Observations of the higher atmospheric currents as indicated by the clouds: from the Northeastern quarter, 1; from the Southeastern, 1; from the Southeastern, 45; and from the Northwestern, 48.

N. B.—The heavier part of the snow which visited us on Friday, the 1st of March, was experienced at Baltimore on

Thursday night-

resemblance, both in its appearance and its manner of operation. These lobes, particularly in dry weather, possess in a remarkable degree the vegetable irritability which has long been a source of wonder among naturalists, and which is very distinct in the well known sepsitive plant and some others. If a fly or any other insect happens to alight upon one of these lobes his fate is almost certain. closes immediately—the teeth lock themselves together and the poor insect is a prisoner. The greater the struggling the firmer the clasp, and it is either crushed or starved to death; when, the irritation having ceased, the lobe expands itself as before. Irritation with any substance, as a straw, stick, &c. produces the same effect.

It is a native of the swamps and marshes of Georgia and the Carolinas, and bears a profusion of beautiful white flowers in July and August, on stems five or six inches in height.

Newburgh, January, 1833.

RECEIPT FOR GOOD HOUSE SOAP, &c. Having lately returned from the sea shore, where the house keeper had but twenty bushels of ashes, he informed me that he made a barrel of superior soft soap with ten bushels of clam shells burnt, added to the above quantity of ashes. Clam shells not only make good soap but the whitest and the best cement, and the best of lime for mortar and whitewash for ceilings .- [New England Farmer.]

FOREIGN INTELLIGENCE.

FROM TRIESTE we have dates to-day of 20th Dec. The Bavarian troops destined to accompany young Otho of Bavaria to Greece had arrived, and their martial appearance excited general admiration. The whole, about 4000 in number, were to embark in five divisions, and sail immediately. Admiral Miaulis and the Greek Commissioner, appointed to meet their young King, had also reached Trieste, and were well received by his juvenile Majesty.

Further from Canton .- A letter via., Mexico and New Orleans, September 4th received at Boston, says: "The brig Spartan that went to sea in the gale of 3d August returned without loss of a stick, having picked up 40 men from a sinking Dutchman. A Dutch ship went on shore near Macoa on the 31st August and was lost, vessel and cargo. The British barque Sylph arrived at 17 1-2 days from Calcutta with 500 chests opium. Accounts from Bombay and Bengal state that from the ontlay and thrifty ap pearance of the plant 18000 chests of Maiway and 9000 of Patna opium are to be produced the present season; should this be the case prices here must come down to nearly half the present price—Malway selling at \$486; Patna \$800. The only arrivals of American vessels since our last are the Italy from Cadiz; Superior from Liverpool, and Nile from Naw York."

MR. WOLFF, THE MISSIONARY.-Letters from Sinilah have been received in Calcutta, which mention that Mr. Wolff, the well known Missionary, has arrived at Peshawur, having travelled alone, it is said, from Arabia. The route he has pursued is not described, but he has encountered all kinds of dangers and sufferings. He has been made a slave, has been repeatedly plundered and stripped; has otherwise undergone great personal hardships, and has finally reached Peshawur in a state of great destitution. He has been expected in that quarter for some time past, and Runject Singh has directed eve ry attention to be shown to him. Letters had been Letters had been received from him at Loodians, requesting a suit of whose descendants are supposed still to exist as a separate and independent people in some of the yet unexplored regions of Asia. According to the sacred historian, they were placed by the Assyrian King "in Halah and in Habor, by the river Gozan, and in the cities of the Medes." Mr. Wolff, it is said, purposes to visit Thibet, Japan, and Timbuctoo, taking Calcutta in his way !-- [India Gazette.]

From LA PLATA.—From a correspondent at Buenos Ayres we have received our file of the British Packet to the 22d of December.

gadier General J. R. Balcarce was chosen Governor and Captain General of the Province of Buenos He was installed December 17. published the following decree, appointing a minis-

Buenos Ayres, Dec. 11, 1832. 23d year of our Liberty and 17th of the Independence of the Republic.

The Governor and Captain General of the Province

hás ordered and decreed :-Art. 1. The citizen Victorio Garcia de Zuniga is appointed Minister of the Home Department : Brigadier General Enrique Martinez to that of War and Marine; Dr. Manuel Vicenta Meza to that of Grace and Justice, holding at the same time, ad interim, that of Foreign Affairs; and D. Jose Maria to that of Finance

2. Let this be published. BALCARCE.

AUGUSTIN GARRIGOS. Gen. E. Martinez has accepted the office of Minister of War and Marine. M. V. Maza declined his appointment on account of bad health, but his refusal was not admitted. Signor Zuniga also begged leave to decline on the same ground, but it was not accepted, yet he was authorized to transfer the business of his department on the other departments for three months. Senor Roxas also declined, but on the ground that he was in debt to the Treasury, but this bjection was overruled, as the time for returning the money had not arrived.

A pardon is offered, by the government, to all de-

serters who shall return in a given time.

A plan for a reformation of the administration of

justice will be sabmitted to the next legislature.

The new British minister plenipotentiary, Mr.

Hamilton Hamilton, was expected soon at Buenos Ayres.

FALKLAND ISLANDS.—It it stated, on the suthority of letters from Rio Janeiro, that H. B. M.'s ship Clio was to sail from Rio Janeiro on 27th ult. for Montevideo and the Falkland Islands, in order to take sovereign possession" of those Islands in the name of His Britannic Majesty.

Another report avers that the Clio's visit to the Falkland, is merely to examine into their present

condition, and report thereon.

Lt. Col. Sebastian Oliveira, the new Commadant of Patagonia, sailed in the Jacianta, in order to relieve Col. Crespo. A piquet of artillery and cavalry also proceed in the same vessel.

In the middle of the last month a body of Indians invaded the north part of the province of Cordova, and in the first encounter the Cordova troops were unable to repel the invaders. The post office courier from Chili with difficulty escaped falling into their power. A few militiamen from San Luis, combined with the dragoons of Cordova, obliged the Indians at last to retreat, with the loss of 70 odd killed, and a number wounded. The loss on the part of the Cordova and San Louis troops is stated to be about 50, killed and wounded.

NEW-YORK AMERICAN.

MARCH 2. 4. 5. 6. 7. 8-1833.

LITERARY NOTICES.

LEGENDS OF THE LIBRARY AT LILIES, BY THE LORD AND LALY THERE; 2 vols: Carey, Lea & Blanchard, Philadelphia.-Story writing, as distinguished from novel writing, we apprehend to be the most difficult of the two. So far as the faculty of invention is concerned-of contriving characters, scenes, and incidents, they are much upon a par: but while a good novel may be completely made up of these materials, and these only, a tale must, like a play, have some particular plot, to the development of which, every clothes, and the Governor General, we learn, has incident must tend; while the interest, instead of be-invited him to Simlah. The object of his present journey is understood to be the discovery of the tribes of Israel, who were carried away captive, and desultory observations upon a variety of incidental subjects, must hang entirely upon one main adventure. The great charm of good story telling is to make all the relation so adhere together, that there is no point where the narrator can break off; for a perfect tale cannot, like a novel, be broken up into chapters; but is hardly more susceptible of division than is a sonnet. This species of composition, however, we apprehend, is as yet by no means brought to the degree of perfection of which it is capable. The contributors to periodicals, by whom it is most practised, content Gen. Rosas having refused another election, Bri- themselves generally with striking sketches of par-

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ticular scenes and events, or else they set a number ||dy which critics pretend distinguishes the luxuriant|| hours of severe meditation in quarters, of incidents in some kind of frame-work, which serves the purpose of binding them together, while it does not necessarily concentrate and determine their interest to one point. Few, like Marmontel or Wash. ington Irving, (in his Dolph Heyleger, and Legend of the Sleepy Hollow,) arrange their materials in such simple symmetry that when all are surveyed together, they present to the mind a natural and perfect figure. A story composed after these mo dels bears the same relation to an ordinary recitel as does a poem, in the true sense of the word, to the "fragments and "sketches" in blank verse now so much in vogue among newspaper and magazine scribblers—things that have neither beginning, middle or end, but like those insipid gelatinous substances which float around the docks at midsummer, may be divided in any part and yet preserve their integral form-"if form it may be called which form has none." Of the ease with which these affairs are manufactured, the reader is probably sufficiently convinced from the over-abundant supply with which our light publications are glutted, while so few finished lyrics, decent odes, or tolerable songs, ever get into print through the same medium. The truth is, that while scholarship is not in particular esteem, it is the fashion of the day for every one to aspire to a reputation for talent; not by putting forth some gem, how ever small, polished to the uttermost in the workshop of his mind, but by thrusting in our eyes the chippings of some diamond in the rough, which he has stumbled upon without knowing its value or having the art to set it. The eclat of what is called "off-hand talent" is all that is aimed at by these laymen of literature, who generally make a point of telling us that the performances which they have the modesty to think will strike and dazzle our minds, were produced with no effort of theirs. An amusing piece of importinence of which the literary correspondence of a newspaper affords daily instances; for half of those who address an editor upon subjects requiring most thought and skill in their treat ment, will recommend their communications with an assertion that "the observations submitted, &c. were flung off in an idle moment," &c. &c.; as it a want of study, research, and reflection, qualified one particularly for enlightening the public upon questions of moment. Poetical correspondents, above all others, are given to parading this elegant noncha lance in their literary efforts, and they speak gene rally of engaging the smiles of the Muses as if these ladies were the most arrant flirts in town, and would look kindly upon whoever wasted a moment's thought upon them. If a thing be too long to call an impromp. tu,-which tells the whole story of their "off-hand talent," in a single word, -they are sure to state that it was "the production of an idle moment," " written with a pencil," "thrown off to amuse a vacant hour, or "produced only for their own amusement"; contingencies, which, however interesting they may be to papa when he pats his son on the head for making a ready reply to a question in the multiplication table. convey no very strong recommendation for a crude and slovenly copy of verses. A similar affectation it is true, is usual among public speakers, when they commence an oratorical infliction of six hours by observing that " they approach the subject unexpectedlp," &c., but then as " shall not therefore detain but a few moments," almost invariably follows, the whole mode of expression may be viewed merely as a ruse to enlist attention: and yet how much more impressive and effectual is the style of Burke's exordiums. for instance, who commences his most famous speeches by declaring that he has for years given his study and reflection to the subject under discussion, and therefore as one speaking advisedly, claims a hearing. To this affectation of ready talent, we

literature of our generation from the hardy growth of those which preceded it. Writings are brought into the world "scarce half made up," and their authors, eager rather to create a sensation than solicicitous to add to the enduring stores of knowledge and taste-like one who, without capital, would get a reputation for wealth, give a loose to extravagance of every kind. The result is various. Some flash in the public eye for a season or two, and then, like those short-lived bucks who figure for one summer on the road to Cato's, and sink the next into sober citizens, are seen no more; while others break down even sooner in the race of renown, by trying to win a cup without any previous training.

The book whose title is placed at the head of these desultory observations, derives its greatest charm from being free from the prevailing air of pretension to which we have alluded. There is nothing in it very striking; at the same time, there is nothing overdone. The writers (there is more than one) seem to have aimed at amusing the reader rather than raising themselves in his estimation by a parade of cleverness: and the result has been an agreeable collection of tales, which, without exhibiting much power in any particular one, yet, from their number and variety of character, form quite an agreeable book; from which it is but just to say, that the following paper is selected only on account of its brevity, and not as a particularly favorable specimen of the collection.

NOTIONS OF CONVENIENCE. How often does an unexpected dun, who has gained admission to the presence under the vile pretence of "some little general business," and the specious sanction of an unremembered name, and a better blue frock and gray mixture trouser's than one's own -how often, I say, does such a man desire, and not without a hint of action at law, that his " small ac count" (three long narrow rolls of arithmetical addi-tion, adorned at the beginning with the gorgeous blazon of the English monarchy, and disfigured at the end with an unquestionable sum total, equal to the half of one's yearly income,) shall be settled at one's earliest " convenience" in the course of the present

week!
"I'm of opinion that gay fellow is sitting a mighty deal too convenient to my blood cousin jermin, Miss Theodosia," said an Irish gentleman of distinguished extraction.

"Convenience" was scarcely the right express here. For who would have thought, from the wording of this observation, that the very pretty person who was in this formidable degree of consanguinity to the Irish gentleman, of distinguished extraction, was doing all she could to edge away her chair from the close persecution of a minor poet

"A wretch who had within him undivulged rhyn Unwhipt of justice"—

and who was then in the very fact of urging upd an epigram of sixteen lines, of his own making!

During the siege ofin the year 18-French were endeavoring to throw up a work behind the ruins of a dismantled house, on the other side of a broad river, and directly opposite to an English battery, within the extreme distance at which it is practicable to carry on an unfriendly conversation by means of thirteen inch shells.

For several weeks this conversation was carried on entirely on the English side. Two large mortars were in the battery, so adjusted, by painted lines, to give them due aim, and, by the sextant, to give the due elevation, that, with a proper charge of powder, every shell which was fired from each was sure to fall just behind the tenement, in the possession of the French, and in the very centre of where it was known that the workmen were carrying on their impeded operations.

Regularly, therefore, at intervals of about ten mi nutes, but with sufficient variation of time to render the compliment always unexpected, did the two English mortars keep up their alternate fire, night and day, to prevent the continuance of the work.

This occupation, which was matter of tedious and

unwearied duty to the gunners, became matter of amusement to the idlers of the army to visit.

Eugenio was an idler. He was on the staff, and often, with other young gentlemen who consider it

steal forth to this battery, to watch, with his glass, the movements on the enemy's outposts; and

and then, to give his advice touching the pointing of a gun, or such other urgent matters of the war. "What can that fellow be doing on the top of the wall there?" said Eugenio, with his eye at the glass. "Methinks he is looking at at rather audaciously," continued be, turning to the Irish sergeant of artiflery: "it would be for the honor of the service to give him a him to be off. What do you think of giving him a shell? It's seven minutes since No. 2 was fired. It's almost time again with No. 1."

"It's my opinion we ought to have him out of that," said the Irish artillery sergeant.

"Come, tackle to, my lads, and get ready," was the word: and the men tackled to in right earnest, for the practical joke of frightening a French idler from a post which he had assumed with, probably, a better reason for doing so than the English idler had

for observing him.

A practical joke is always the best of jokes, if one may judge of its quality by the alacrity with which it is undertaken, and by the applause with which it is always received by every party concerned, except the one at whose expense it takes place. And the but is a party who can never estimate fairly the merits of any joke.

To adjust the heavy engine to its bed, so that every mark should fit its fellow—to drive in each choque, till the elevation was just and true—to charge the yawning jaws of the gun, and to deposite the cumbrous shell within its chamber, was the work of but a few moments; and, tickled by the match, the whole machine bellowed forth the jest to the kea-

Every eve watched the round black ball as it took its curving course through the sky—watched by every eye but that of the Frenchman, who, probably saw it not coming; for he stood still, firm and erect, on the wall.

"Confound it! he must have seen the gun fire. He must hear it in a moment more," muttered Eugenio, beginning to doubt that the pleasantry had gone too far, as he tracked the shell towards its destination, and screwing both body and face to the contortion with which the billiard-player often screws both body and face, after the ball has parted, as tho that action could give it a bias to evade the threaten

ing pocket.
The shell descended, and, as it reached about the level and near the place on which the figure stood, a small white rising smoke showed that it had exploded, and hid for a moment the objects immediate-

ly nigh.
When it dispersed, the man was seen no more. Whether he had jumped behind a traverse, or whether he had thrown himself flat to escape the bursting havoc, or whether-worse, was matter of rapid but useless speculation to the inmates of our

battery.
"Devil take it," cried Eugenic; and he stampe his foot, and bit his nail; "devil take it, he a not have stood there to be killed. He must have seen it coming;" and he turned to the artillery sergeant to confirm this opinion.

"By my soul, it fell mighty convanient to'm !" said the Irish artillery sergeant.

SOLECISMS IN LANGUAGE.

"Is it your pleasure," now and then asks a dentist,

"is it your pleasure to have your tooth out to-day ?"
"I do not care a pin," is a very ordinary figure of
speech, but of doubtful propriety; for one's indifference, it appears to me, must very much depend on the position of the pin. In the cushion of one's chair, for instance, it is absolutely disagreeable, and what one should care very much about.

The word "poor," is an epithet in very common misuse. It is often brought into play, especially in its plaintive sense, in situations where, poor thing, it scarcely knows itself, and where there is not the slightest provocation to account for the use of it. It is degraded to the condition of a mere expletive: and, where there is a real good call for it, how often is it thrust upon the wrong person, the one who, were he consulted, would disclaim compassion.

"Poor Mr. —, only think of him, poor fellow! How very odd! I believe he was not in joke. He told me of a distant connexion of his, of another name, whom he never knew till after he heard that the thing happened, who had been transported to New South Wales, a matter of sixteen years ago, is to be hanged to-merrow, by way of a secondary pu-nishment, for coming back from transportation."

The audience were profuse in the repetition of the conceive may be attributed much of that want of boattendance, on the commander-in-chief during his Mr. —... They did not happen to consider it applicountry, was to undergo a violent and disgraceful

This, to be sure, might be attributed to the feeling that so many good regular people have, that it is highly blameable to pity any man who suffers capies talky. for a breach of the law; that it would be, in some sort, to question the justice of the laws them-selves. And the ten or a dozen honest souls that formed the company were probably so good them-selves as to be justly scandalized at the notion of holding so much communion with guilt, or to sym-pathize with it in its sufferings. But I believe, after all, it was rather a flow of idiom than an effort of principle.

Mr. Small, a farmer, well to do, in shire, fell ill of an acute and dangerous disorder. (By the by, every one was anxious to know if "poor" Mrs Small's husband was better.) He died,—Mrs. Small was, of course, in decent affliction. But the word of pity was always transferred from the principal sufferer to her, till he was beyond suffering. Then first it was bestowed on the "poor" corpse, which everyone came to visit, and flattered as looking

Mrs. Small, herself, in the first letter of her wi dowbood, addressed to an intimate female friend, did not make a more judicious application of the favorite epithet. To this friend it was her habit to write once a quarter. We insert three passages; one extracted from each of these quarterly epistles, which followed, in due succession, after her sad bereavement :-

"Dear Nelly,-My brother-in-law has given the direction of the funeral to a good economical under-taker, by name Peebles, I have not seen him, and am not like; for he is in too large a way to attend himself, and he sends his man for orders, and to see all done handsome, but cheap.

Poor Mr. Peeble's man came here last night and the funeral will be to-morrow. I am in much trouble, as might be expected. My poor new black bonnet is not come home, and keeps me fretting; but peer Peeble's man says I shan't be disappointed, even if he has to go for it himself. Peer Peeble's man! he is up early and down late, to see all right. He was in my room this morning before I was out of bed, that all might be decent, &c. &c. &c.

"Yours, to command, dear Nelly,
"Mary Small."

" Dear Nelly,- * * * It is now three months and better since that poor coffin was put under ground, and I declare I feel quite queer and lone some without it. But business goes on quite well and brisk. Poor kind Peeble's man! he is off and on; almost always about the house, doing some kind job or other. He is a very decent body; but, I don't know how it is, I'm not to say comfortable. There's a sad noise with my sister's family. You know I never could bear children. My late husband, that's gone, was the only one of the family that could. I am sure I don't know what I could do without peor

"Dear Nelly,.... * * * Poor dear kind Peeble's man has never left here; he's my right hand, and he is a very decent body indeed. It is now six good * * * * Poor dear kind Peeble's he is a very decent body indeed. It is now six good months since that poor funeral took place. I find I am not fit to live alone: I was married this morning am not fit to live and to poor Peeble's man.
"Your sincere friend, dear Nelly,
"Mary Merrimate.

P. S.—Excuse my change of name."

THE KNICKERBACKER, Or New York Monthly Ma gazine, No. 3 .- The March number of this periodical consists, like those which proceeded it, of original papers only. The Hebrew Language and Literature forms the subject of the leading article, which is followed by others with the following titles, Les Vétérans, from the French of Berenger-The Art of tices of Literature, Arts, &c., &c. being Happy-Running against Time, by J. K. Pauling Vagaries of a Humorist, No. 1-The Ruins of Ipsara—A Chapter on Offers, by a young Man about Town-" I will love thee no more"-Stock-am-eisen or the Iron Trunk, a tale of the Confederation of the Rhine-To an imprisoned Lion-A Peep at the Powwow, by a Member-Editor's Table-Literary and Critical Notices of New Editions of Lord Byron's Works, Evenings in Greece, by Thomas Modre, Eeq., The Ghost Hunter, by the O'Hara Family, profusely catered for at last-

cable to him who, for an unlawful love of native Bennie's Alphabet of Insects, &c., Taylor's History of Ireland, Life of a Sailor, Flint's Lectures on Natural History, Notices of the Fine Arts, &c.

> VIEWS IN THE CITY OF NEW YORK, AND ITS ENVI RONS. Dedicated, by permission, to Philip Hone, Esq. Part VI. London, O. Rich: Paris, Engelmann & Co.; New York, Peabody & Co.-The engravings of this number, which are executed under the immediate superintendence of Mr. Dick, and are illustrated by the pen of Mr. Fay, consist of four public buildings, among which those of the Exchange and Masonic Hall are perhaps most neatly finished though the Deaf and Dumb Asylum is the only one that makes a passable picture. We would recommend to the foreign and American Publishers the Colonnade in Lafayette Place, with the trees in the distance, when viewed from the South, as a more striking subject for this publication than any in the number before us.

> THE AMERICAN MONTHLY MAGAZINE, No. 1; pub lished by Jno. Wiley, No. 22 Nassau street. new periodical reaches us barely in time to mention its reception, and state that the proprietors have in their specimen number amply accomplished that part of their plan in which they aim, while exhibiting "sound matter in approved styles," at giving "correct execution upon a good material." The work is beautifully printed on hard white paper; and so far as we can venture an opinion upon the most cursory glance at the contents, they seem to be prepared with taste and judgment. The introductory, that most embarrassing of literary tasks, is accemplished in al straight-forward, manly way; while it is enriched with some good observations on periodical writing, and its business complexion is relieved by a pleasing vein of fancy gleaming through it occasionally. The other articles we have not yet looked over except the commencement of the translation of M. De Lamartine's reply to Sir Walter Scott's Farewell Address, in the opening of which we find the following beautiful and highly finished lines:

contiful and highly finished lines:

One festive eve o'er Adria's glorious sea
I traced a bark, which far from pleasure's throng
Pealed its wild concerts of rejoicing song;
From cape to cape, from creek to creek, careering;
Now far, now near, its freight of music steering;
Now low it breathed, now warbled high and clear
Its sea-borne numbers to the listener's ear,
And, as the landscape was attuned around,
Poured forth its modulations of rich sound;
At times the quavering notes in whispers died
Bient with the murmurs of the wanton tide,
At times from echoing caves in lottler strain
Rang out to heaven the harpings of the main;
Whist I, with our uprated, and ear intent,
In trembling keenness not a note to miss
Which rapit my soul in deep harmonious blies.

'e take leave of this number of the Ame

We take leave of this number of the American Monthly with sincere respect for the ability of those who have embarked in the arduous task of starting the publication; and welcoming this effort to give a new impetus to the reading public, by furnishing a work which will exhibit "sound matter in approved styles," we shall look with interest for the appearance of its successive numbers, in the hope that each may tend in its turn to give solidity to our judgment while it refines our taste. The following are the contents of the March number :- Introduction : Sonnet; Cockburn's Diary; The Fountain Head; Lamartine's Reply to Sir Walter Scott's Farewell; America and England; Hero and Leander; The Wanderer's Return; Muller's Dorians; Lines; No-

This new publication at five dollars, the Kniekerbacker at four dollars, and the Mechanics' Magazine, just started by the enterprizing Editor of the Railroad Journal, at only three dollars, (not to mention ano ther said to be in contemplation.) make a goodly cluster of Monthlies, to be produced within three months, where there was not one previously for twice the number of years; and we cannot but congratulate the town upon having its long neglected taste thus

POETRY.

An Address spoken by Mrs. Sharps, at the Park Theatre, on the atic Festival in honor of William D evening of the Dran lap, Esq., written by George P. Merris.

What some of splendor—conjured here to night!
What voices murmar, and what glances gleam!
Sure 'the some flattering, unsubstantial dream. What voices murmur, and what glances gleam: Sure 'tis some fistering, unsubstantial dream. The house is crowded—every body's here. For beauty famous, or to science dear? Doctors and lawyers, judges, belies and beaux, Poets and painters—and heaven only knows Whom less beside—and, see, gay ladies sit, Lighting with smiles that fearful place, the pit—(A fairy change—ah, pray-continue it.) Gray beads are here too, listening to my rhymes Full of the spirit of departed times; Grave men and studious, strangers to my sight, All gather round me on this brilliant night. And welcome are ye all. Not now ye come To speak some trembling poet's awful doom; With frowing eyes a "want of mind" to trace in some new actor's inexperienced face, or e'en us old ones (ob, for shame!) to rate "With study good—in time—but—never great: Not like yon travel'd satire, just to say "Folks in this country cannot act a play, They can't, 'pon honor!" How the creature six Nisy, madam, spare your blushes—you I mean-There—close beside him—oh, you're full sinteet. You need not shake your flowing locks at me— Sure 'tis' some flatterin The house is crowded-For beauty famous, or They can't, 'pon honor!" How the creature starts! His wit and whickers came from foreign parts! Nay, madam, spare your blushes—you I mean—There—close beside him—oh, you're full sixteen—You need not shake your flowing locks at me—The man, your sweetheart—then I'm dumb you see I'll let him off—you'll punish him in time, Or I've no skill in prophecy or rhyme:
Nor like that knot of surly critics youder, Who wield the press, that modern bolt of thunder, To "cut us up," when from this house they lollop, With no more mercy than fair Mrs. Trvellge!
A nobler motive fills your bosoms now.
To wreathe the laurel round the silver'd brow Of one who merits it—if any can,
The artist, author, and the honest man.
With equal charm his pen and pencil drew Rich scenes, to nature and to virtue true. Full oft upon these boards halt youth appear'd, And oft your smiles his faltering footstops cheer'd; But not alone on budding genius smile, Leaving the ripen'd sheaf unown'd the while; To boylah hope not every bounty give, And only youth and beauty bid to live.
Will you forget the services long past, Turn the old war-horse out to die at last?
When, his proud strength and noble fleetness o'er, His faithful bosom daires the charge no smore?
Ah, no—the sun that loves his beams to ahed Round every opening flowret's tender head, With smiles as kind his genia! radiance throws To cheer the sadness of the fading rose:
Thus he, whose merit claims this dazzling crowd, Points to the past, and has his claims allowed; Looks brightly forth, his faithful journey done, And rests in triumph—like the setting sun.

THE MAN WITHOUT A SOUL.

My next door neighbor, beats the tabor, His children beat the drum; There's Mr. Morgan, plays the organ, With one eternal hum:
There's no more music in my ear Than in a hors's foal; My sister says, she's sure that I Must be without a soul!

Must be without a soul!

I have no pleasure in the notes

Of Braham and Rossini;

In vain, alas! the time to pass,

I visit! Paganini;

And pretty Inverarity,

Har prettier tones may roll;

They bring no vision of spot Elysian,—

I am without a soul!

I am without a sou!!

I never have heard Malibran,
And only once heard Pasts;
Fast as old Orpheus moved the brute
He would have moved me faster:
I once heard half an Opera,
But could not stop the whole;
Alas! it is a mouraful thing
To be without a sou!!

To be without a soul?
Oh! Music,—let my father talk
Himself into a passion;
Oh! Music,—let enthusiasts rave,
Because—it is the fashion:
Let amateurs the trumpet sound
Till they're as black as coals:
I don't believe, for all their boast,
That they themselves have souls!

That they themselves have souls:
The bagpipes play outside my house,
My cousin plays within;
My brothers shout their songs about,
To the piano's din;
Where'er I go, it's always so,
And if from pole to pole
I wander, there is music still
For one without a soul!

I never played a single tune, I never sang a song; I very seldom go to church, I know it's rather wrong. Oh! would that every instrum And every music scroll,

offend Might never, never more of The Man without a soul!

EPIGRAM ON THE CHOICE OF A SPEAKER.
Should *Charles resume the Speaker's Chair,
All would the House forever blame;
Expect no reformation there,
Its Manaers will be still the same.

* Mr. Charles Manners Sutton.

EPIGRAM. You ask me why Pente-fract Borough should sully Its fame by returning to Parliament GULLY? The Etymological cause 1 suppose is, His breaking the bridges of so many noses.

SPECIMEN OF A MALTHUSIAN
My dear do pull the bell,
And pull it well,
And send those noisy children all up stairs,
Now playing here like bears.
You George and William go into the grounds,
Charles, James and Bob are there—
and take your string—
Drive horses, or fly kites, or any thing,
You've quite enough to play at hare and hounds
You little Mary, Caroline, and Poll,
Take each your doll,
And go, my deers, into the two back stair,
Your sister Margaret's there—
Harriet and Grace, thank God, are
both at school,
As far off as Posty Pool.
I want to read, but really cant get on—
Let the four twins—Mark, Mathew,
Luke and John,
Go—to their nursery—go—I never can
Enjoy my Malthus among such a clan. SPECIMEN OF A MALTRUSIAN

SUMMARY.

On Sunday forenoon, the Rev. Mr. Brackenbridge preached a sermon in the Cedar street Church, under the pastoral charge of the Rev, Cyrus Mason; and ithstanding the inclemency of the weather, 400 dollars were collected for the benefit of the Female Assistance Society; and in the evening, Mr. B. preached a sermon in the Wall street Church, and a similar sum was collected for the indigent widows,—Total 800 dollars.

By a statement in the Philadelphia Commercial Herald, it appears that the chartered capital of Banks in that city, 16 in number, amounts to \$26, 600,000—the sum paid in, is \$18,935,000. The Insurance Companies, 14 in number, have a capital of \$5,080,000.

The Louisville Journal of Feb. 21st, speaking of the letter from Cantonment Gibson, which stated that Capt. Ford's Company of Rangers had been attacked and destroyed by 500 Indians, says, "We have full and satisfactory evidence that it is an imposition.— The whole story, therefore, goes for nothing.

The National Intelligencer of Monday, says"We are happy to observe that a bill has passed the House of Delegates of Virginia, appropriating \$18,000 annually, for five years, for the purpose of colonizing in Africa, the free people of color in that State. A Board, consisting of the Governor, Lieutenant Governor, &c., is constituted for making the proper arrangements with the Colonization Society—turning over the fund to them, obtaining the proper vouchers, &c."

Wenderful Preservation.—On monday evening, the 18th instant a Mr. Smith drove up to the Grist Mill of Mr. S. Leonard, in this village, leaving an old lady 84 years of age in the cutter to hold the horse while he went into the mill. The horse commenced back. ing, and, notwithstanding the exertions of the old lady, they were all precipitated down the Gulf, a perpendicular fall of more than 40 feet. And, strange to tell, neither the old lady, nor the horse, were in the least injured. The cutter was dashed to peices. On some one calling to the old lady if she was alive she replied she was, but that she had lost her candles!!
—[Louisville Gazette.]

STEAMBOAT SUPERIOR .--Extract of a letter from gentleman on Board the Superior at the time of the accident, dated "Monday, February 11, 2 o'clock, P. M. one mile above Point Checo, about 500 miles from New Orleans, on her passage down."--[Pittsburg Statesman.]

This day, at a quarter before 12 A. M. our star board boiler collapsed with a most tremendous explo-sion. There were thirteen scalded, most of them slightly, five or six seriously; John Abner, the black.

amith, cannot possibly recover.

Mr. Carnes, the Chief Engineer, was very serious ly scalded but we have hopes of his recovery; two or three others are almost as bad. The Steward is very much injured: but will recover. Not one cabin passenger is hurt, although several were on the boiler deck at the time. William Smith has been, and is now, actively engaged in attending those who

The exertions of Captain Green, Mr. Goodalow a German Physician, a Pole, and the mate of the Boat, are truly praiseworthy. We expect to morrow morning to be able to proceed on our voyage, with the remaining five boilers."

Indian War.—We received last evening (says the lithrough the same neighborhood—and Louisville Journal of 19th February) the following sum of three hundred dellars. Let this letter, which contains information of considerable to the good city of Gotham!—[Gazette.] moment:

CANTONMENT GIBSON, Jan. 12, 1833. Dear Friend: I take this opportunity of informing you of our situation. Capt. Ford's Company of U. S. Rangers left this place on the 5th instant by order of Colonel Arbuckle, on an expedition against the Pawnees, but to their surprise, they were attacked on the 9th by a band of Camansha Indians, 500 in number. They fought with great bravery for the space of an hour and a half, but they were surrounded and over-powered, and compelled to surrender themselves prisoners of war. I was at the Fort when the ex-press came in. One of the Lieutenants made his escape, and brought information that the savages, at the time of his leaving them, were massacreing their prisoners. It is supposed that all have been put to death. Five companies of regulars, on the receipt of the intelligence, immediately started to rescue such as might be still alive. There is every probability of a bloody war with the Camansha Iadians. JAMES SMITH.

A Ranger under Capt. Be

Two granddaughters of Count Rochambeau, and wo officers who served in our War of Independence. have, it will be seen, presented petitions to Congress for compensation for services rendered by the grandfather, in the instance of the first petitioners, and by the petitioners themselves in the second:

House of Representatives-Monday, Feb. 25. A message, in writing, was received from the Pre-sident of the United States, by Mr. Donelson, his pri-

vate Secretary, as follows:

WASHINGTON, 22d Feb., 1833.

To the House of Representatives:

I transmit here with, for the consideration of the House, a letter from General LAFAYETTE, to the Secretary of State, with the petition which came enclosed in it of the Countess d'Ambugers, and Mde. de la Gorce, granddaughters of Marshal Count Ro. chambeau, and original documents in support thereof, praying compensation for services rendered by the Count to the United States during the Revolutionary War; together with translations of the same And I transmit with the same view, the petition of Messrs. de Fontaville de Jerumont, and de Rossignal Grandmont, praying compensation for services rendered by them to the United States in the French Army, and during the same war, with original papers in support thereof; all received through the same channel, together with translations of the Andrew Jackson.

The said message, with the petitions and papers accompanying the same, was referred to the Committee on Revolutionary Claims.

The lot of land on the N. W. corner of Wall and Nassau ets., opposite the site of the Custom-house, loss is estimated a sold yesterday by auction at \$31,500. The lot is 25 by 74 feet-making the price a little over \$17 a foot,

Major General Henry Lee, in his funeral Oration on the death of Washington, delivered at the request of Congress, supposes the immortal patriot to address --- "Cease, sons this admonition to his countrymen: of America, lamenting our separation: go on, and confirm by your wiedom the fruits of our joint councils, joint efforts, and common dangers. Reverence religion, diffuse knowledge throughout your land; patronize the arts and sciences; let liberty and order be inseparable companions; control party, spirit, the bane of free Governments; observe good faith, and cultivate peace with all nations; shut up every arenue to foreign influence; contract rather than extend national connexion; rely on yourselves only; be Ame-rican in thought, word and deed. Thus will you give immortality to that Union, which was the constant object of my terrestrial labors; thus will you preserve undisturbed to the latest posterity the felicity of a people to me the most dear, and thus will you supply (if my happiness is now ought to you) the only vacancy in the round of pure bliss high Heaven bestows.'

The City of Boston has been complained of, indict ed, tried and found guilty of a nuisance, against the peace and dignity of the Commonwealth of Massa. chusetts, for depositing in the neighborhood of Mer. rimack street, divers large quantities of offal, and de-cayed animal and vegetable substances, and divers large quantities of offensive, putrid and putrifying liquid substances and liquors, whereby the air was greatly filled and impregnated with vapors, smells and stenches, and was rendered and became cort

and fined in the Let this be a warning

Disgraceful Conduct .- Mr. Van Benthuysen, the agent for the Journal of Commerce, and who rode the express the last stage, we regret to state, was most inhumanly attacked by the person having charge of gate No. 3, of the Lancaster Turnpike, and so seriously injured that it was with much difficulty he was enabled to reach this city.—{Philadelphia U. S. Gazette.]

Serious Calamity.—A colored woman who was cook in a respectable family in State street, was left in the kitchen on Saturday night last; and at a very late hour the family was alarmed by acreams of dis-tress. No time was lost to discover the cause. The cook was found with her clothes all on fire. The back door was opened, and the flames which surrounded her body were extinguished with the snow from the yard; but the suffering cook was so badly burned, that she survived but a few hours, although she had medical aid and the kindest attentions from the family.-[Gazette.]

SUPREME COURT OF THE UNITED STATES .- Feb. 28. —Exparte: Juan Madrazo.—On motion of Mr. White, on behalf of libellant for process against the State of Georgia. Mr. Chief Justice Marshall delivered the opinion of the Court, overruling said motion; it being a mere personal suit against the State to recover proceeds in its possession; and in such a case no private person has a right to commence an original action in this Court again net a State.

B. Sampeyrac et al. appellants, vs. The United States.—The argument of this cause was continued by Mr. Prentiss for the appellants, and by Mr. Fulton for the appellee.

Fortunate Rescue.-Mr. Ketteltas, master of the Fortunate Rescue.—Mr. Retteltas, master of the Schr Daniel Barclay, arrived yesterday, Tuesday morning, from Nansemond, (Va.) was knocked overboard by the main boom, Monday afternoon, off Squam, during a heavy gale from N. W.—but was fortunately rescued by Wm. Vreeland, one of his men, who launched the boat, and just reached him as he was going down.

The National Intelligencer, of Saturday, states, that the nomination of Leavitt Harris, as Chargé d'-Affaires to France, has been confirmed by the Senate.
It is also said that *Henry Toland*, of Philadelphia, has been appointed Navy Agent of that Station, vice

George Harrison

Fire.—The building erected the last season, and nearly completed by the Bangor Theological Seminary was, on Monday of last week, discovered to be on fire. Before any assistance could be afforded by the fire department, the building was enveloped in flames and consumed, together with all the tools of the mechanics, and a considerable amount of lumber. The loss is estimated at \$2000; \$1000 insured .- [Eas-

Commendable.—A number of the colored inhabit-ints of Philadelphia have organized an institution under the title of "The Philadelphia Library Company of colored persons," and solicit donations of books.

Practical Advantage of Science.—The following illustration of the utility of science, in the communication of the utility of science, in the communication of the communication o -The following occurrences of life, is from the Genesee Farmer

A penknife by accident dropped into a well 20 feet sep. A sunbeam, from a mirror, was directed to the bottom, which rendered the knife visible; and a magnet, fastened to a pole, brought it up.

Cholera.—The Nashville Banner, of the 16th ult., says—"We are happy to inform our friends in the country, that there is no cause to apprehend danger from visiting Nashville at this time. We believe the Cholera does not exist here."

COMMISSIONERS UNDER THE TREATY WITH NAPLES.

We learn from Washington that John R. Livingston, Jr., of this city, has been appointed one of these Commissioners.

We learn through the Newark Daily Advertiser, of yesterday, that the Governor of New Jersey has appointed Theodore Frelinghuysen, James Parker, and L. Q. C. Elmer, Esqs., Commissioners to treat with those of New-York respecting the boundary beween the two States.

Painful Accident .- We learn that Mr William B. Townsend, one of the publishers of the Daily Adveriser, met with a serious accident yesterday morning to be able to proceed on our voyage, with and stenches, and was rendered and became cort the remaining five boilers."

A letter from the Captain, dated on the 14th, states that Mesers. Abner and Carnes, with three others are dead.

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this bed about the time mentioned, and raising one of the wolf fell with his legs under him and appeared the back windows in the second story of the house, as if dead, which Mr. Smith supposed to be the case, the back windows in the second story of the house, descended upon a roof below, whither Mr. Townsend followed him, with the humane intention of rescuing him; but owing probably to the snow which was then falling, they both slipped and fell. Mr. Townsend was precipitated upon the curb of a cistern, and had his knee pan broken, his face badly cut, and received several severe contusions .- [Mercantile.]

[From the Litchfield (Conn.) Enquirer of Thursday last.l

FIRE AT WATERBURY, AND DISTRESSING LOSS OF LIVES!—A gentleman at Waterbury writes us, and the information is too fearfully confirmed through other sources, that on Monday morning last, about two o'clock, the wind blowing violently from the northwest, and the cold intense, a fire broke out in the dwelling house of Mr. Israel Holmes, which in a few minutes was entirely consumed, and with it three of its inmates. "The fire was discovered by Mrs. Holmes, who with two children slept below. It being impossible to make her escape through the door, on account of the smoke and flames she dashed out the window, threw one child out, took the other in her arms, and jumped out of the window also. In the chambers, there were two other childres, one 7 and the other 5 years old, a young man named John Tuttle, aged 27, and a young woman.—
Tuttle was aroused by the falling of the stairs—he immediately rushed to where the young lady was, and told her to jump out of the window, (which she did without much injury,) and said he would take care of the children: he took one child under each eare of the children: he took one child under each arm, and made an effort to get to the window with them, but before he was able to reach it, the floor gave way under him, and they all fell through to the cellar, and were burnt to death; and before the bodies could be taken out, they were almost entirely consamed. There were two other females in the house, who were taken out of the windows without injury." Mr. Holmes was absent on a journey to Philadelphia. The house has been for many years known as the Judd Tavern, though at this time no tavern

LITCHFIELD, Ct. Feb. 28 .- Electa Seymour vs. Le writt Tuttle.—This was an action brought by the plaintiff for a breach of promise of marriage, and ume on for trial on Wednesday of last week before the Circuit Court holden in this village, Judge Willisms presiding. From the evidence introduced on the part of the plaintiff, it appeared that Mr. Tuttle, who is a respectable and wealthy farmer in Torring. ton, commenced paying his addresses to Miss Sey-mour, who resides in New-Hartford, some time in the year 1823; that he continued his addresses with a few short intermissions, until the year 1829—that during that period, preparations were made by the young lady for house-keeping, and one or more times set for the marriage to take place—but that the de-fendant finally broke off, and married another lady. The defence set up (that the lady was of an unhappy inscible temper, that her affections were previously fixed upon a young man who died some years before te.) was of so frivolous a nature, and so feebly susd by testimony, that so far from mitigating, we apprehend it only tended to aggravate the offence in the mind of the jury. The case was submitted to the jury on Thursday night—and on Friday morning they wought in a verdict of Fifteen Hundred Dollars dam-Wes, and the costs of suit.

Sticide.-General William C. Butler, of Fairfax comy, Va., we regret to learn, put a period to his existence, by shooting himself through the head, last at. He was the acting General of the three maies of Loudoun, Fairfax and Prince William. The duty of filling the station will probably devolve on the present Legislature.—[Alexandria Phenix.]

Steam Boat Lost .- The Steamer Consort was maged on her way down the river, between this port and Fort Adams, and sunk within six minutes after the struck. The passengers saved themselves with much difficulty. Boat and cargo totally lost. much difficulty. I [Natchez, 8th Feb.]

Singular Conflict .--The following very singular west occurred in the town of Madison in this county at three weeks since. Mr. Benj. Smith had a place his farm where he baited foxes for the purpose shooting them. One morning soon after day reaching his covert or bough house, he discoverreaching his covert or bough nouse, ne unscovered a large animal near the fox bait. He at first took it for a large dog belonging to one of his neighbors, but a shift of position by the animal, satisfied him at The a shift of position by the animal, satisfied him at the satisfied hi

and laying down his gun advanced towards him.— When he had approached within ten or fifteen feet of him the wolf rose and sprang upon him, seizing him by the leg near his ancle. Immediately sort of "rough and tumble" commenced, each striv Immediatejy a ing to get the other under, the wolf all the while re-taining his grip upon Mr. Smith's leg. At length Mr. S. succeeded in throwing the wolf upon its side and holding him in this position with one hand and his knee, he got out his jack knife which he fortu-nately had with him, and plunged it into the throat of his ferocious assailant, who continued his hold upon Mr. Smith's leg, biting and growling, until he bled to death. Mr. S. received but very little injury in the conflict, his thick boot protecting his leg from the teeth of the wolf, who was only able just to scratch the skin a little. The wolf was full grown and very large, measuring nearly five from snout to tail.—[Somerset Me. Journal.]

We find the following unpleasant paragraph in the last Ithaca Chronicle:

"We learn, with regret, that Mr. Swartwood, one of our members of Assembly, left Albany on Thurs. day evening last to return home, in a state of partial mental derangement. At Truxton he left the stage and company with whom he had thus far travelled, and subsequently left the public house where he had stopped, with the declared intention of proceeding to Cortland on foot. And, what is more afflicting, we are informed that he could not be traced or found by his friends who had proceeded for the purpose of meeting and conveying him home."

[From the Journal of Commerce of Friday.] COLONIZATION.—A numerous meeting of the friends of the African Colonization was held on Wednesday evening, in the Masonic Hall. The audience was addressed by R. S. Finley, Esq. general agent of the Society. A variety of most interesting facts were presented, relative to the Colony at Liberia, the fertility of the soil, the building of vessels, the establishment of Sunday, day, and common Schools, the colonial newspaper, the arrivals which are announcin its columns, of vessels from all parts of the globe, &c. &c. The Speaker, in reply to a question asked as to the intention of the Society to coerce the free colored people to emigrate, declared that there was no such intention. That if the Colony continued to prosper, as at present, it would be impossible to prevent them from going; and that none but good men were wanted for those regions. In regard to the possibility of accomplishing the objects of this Soci-ety, the ultimatum of which is to abolish slavery, the Speaker said that if the annual increase of the colored population (which at present were from 50 to 60 thousand,) were removed, the number would be kept stationary; and that if any more than that annual increase were removed, the parent stock would then be gradually diminishing. He had adverted to the immense yearly importation of foreign emigrants in to this country, with a view to put to flight the theories which had been set on foot, as to the impossi-bility of accomplishing the object of the Society. A million of dollars would be required for the purpose alluded to; this would impose on the white popula-tion of the United States ten cents a head, and a total of twenty thousand dollars for the city of New York. Mr. Finley spoke at length on the manner in which the proposed objects were to affect the question of slavery, and proceeded to argue that there was no intention of denying the validity of the law which recognized the black as the property of his white mas-The Society wished alone to address itself to the moral convictions of the people, -to the patriot, the philanthropist, and the christian.

A subscription was then taken up; after which the Society was further addressed by Samuel A. Foote, Esq. of this city, and Rev. Mr. Breckenridge of Philadelphia.

CHARLESTON, FEB. 21 .- We learn, and it gives us much pleasure to state, that the prompt and very effi-cient movement of the United States troops from fort Moultrie, to afford assistance at the late fire in our city, was made under the immediate eye of Major General Scott; and that the officers who volunteered for the occasion, having despatched their companies with expedition, were desired by him to report to the Intendant of the city, to be employed wherever their services might be required.

We further learn that the officers who commanded the companies were Captains Munroe and Ringgold. property.

cently of mental alienation. In this condition he left which was loaded with large shot. Immmediately spoken of, but of a light kind. No report from the ing, when a single case is reported.

> The last Boston Advocate heads one of its columns with the effigy of a huge snail leisurely creeping a. long with a large bag strapped on his capacious back, with the title "U. S. Mail" conspicuously printed thereon; below is the following announcement. "The southern mail arrived this morning a few min. utes past 1 o'clock."

> NEW JERSEY.—Elias P. Seely, the Vice President of the Council, was on Wednesday elected on joint ballot of the Legislature, Governor of the State, vice Samuel L. Southard, recently appointed to the Senate of the United States. On the same day, John Moore White was chosen Attorney General of the State. The Jackson party voted for C. L. Harden. burg as Governor, and G. D. Wall as Attorney Ge.

SICKNESS AT KEY WEST .- The Charleston Patriot

Of 22d ult. gives the following particulars:—
There died at Key West, between the 10th and 16th instant, four soldiers belonging to the garrison, and a number previous to this date. Also, Miss Green, Mrs. Appleby, Mr. Johnson, Mr. Paddock, and two others, names not recollected. A number had left for Havannah and Mobile, who were unwell of the fever. Mr. Folger had been also sick of the fever since he left here, and who would not have returned had it not been for the sickness. A number were complaining of the debility which precedes the fever when our informant left.

[For the New York American.]

Mr. Editor,—By inserting the annexed paragraph
from the Boston Daily Advertiser and Patriot, you may render a service to a distinguished countryman; you will, at all events, gratify

ONE OF YOUR CONSTANT READERS.

Audubon.-A resolve for the purchase of a copy of the great work of this eminent ornithologist was yesterday reported to the Senate by the Com. mittee on the Library; and we presume there can be no doubt that it will be readily adopted in both branches of our Legislature. There seems to us to be an obligation resting on all public bodies to for.
ward the execution of an enterprize which will do much to advance the honor of our country. It was the remark of Baron Cuvier, after examining the portions of the work which are already completed, that Europe had been entirely vanquished by the United States in this department of science. And it may certainly be regarded as a peaceful victory, not less renowned than those of war, that one of our countrymen, animated by a fervid enthusiasm for his delightful pursuit, and in full possession of the talent and skill which it requires,—though with little of that encouragement which is derived from a kindred taste in others,—should have executed a work en tirely unparalleled in the same department for accuracy, extent, and brevity.

The U. S. skip Loxington.—The Philadelphia Ga. zette informs us, that Captain Brooks of the schooner Bee, from Buenos Ayres, states that at Montevideo, on the 2d January, he went on board the U. S. ship Lexington, and found her in good order and her crew in health. He has authority for stating that the Lexington would proceed to the Falkland Islands as soon as the U. S. schooner Enterprize arrived from Rio Janeiro, to take her place in the river. The latter vessel had been written for, and was shortly expected. The following is a list of the officers and crew of

The following is a list of the officers and crew of the Lexington:—Isaac McKeever, Esq., commander; Joseph Myers, 1st Lieut.; John Bubler, 2d do; Wm. D. Newman, 3d do; John H. Little, 4th do; Joseph Stattings, 5th do; Peter Christie, Surgeon; A. J. Watson, Purser; G. G. Williamson, Paymaster; Wm. L. Vanhorn, Assistant Surgeon; Joseph R. Brown, Midshipman; Francis E. Joyner, do; Jas. H. Strong, do; William Pope, do; Edwin J. De Haven, do; John M. Mason, do; William Carter, Jr., do; Edward H. Lawndes, do; Benjamin F. Shattuck, do; John D. Mendenhall, School-master; Frederick J. Poor. Captain's Clerk; William Burgin, Boat-J. Poor, Captain's Clerk; William Burgin, Boatswain; James M. Cooper, Gunner; Nicholas S. Lee, Carpenter; William Ward, Sail-maker.

Melancholy Accident.—The house of Mr. John D. Crane, near Montezuma, with all the contents, were destroyed by fire on the 26th ult. Five children were in it at the time, and two of them were burnt to death. The parents were absent at the time. It is a fearful warning against such an exposure of life and

HOME AFFAIRS

[Reported for the Journal of Commerce.] CONGRESS.

Wednesday, Feb. 27 .- In SENATE.

The Senate resumed the consideration of the Bill from the House of Representatives "to modify the Act of July 14th, 1832, and all other Acts imposing duties on imports."

The Bill (i. e. Mr. Clay's Tariff Bill) was reported

to the Senate without amendment.

Mr. Robbins of R. I., rose to speak in opposition to

the principle of the bill.

Mr. Clay suggested that it was not his intention to press the bill to its passage before to-morrow. The Senator from Rhode Island would have an opportunito address the Senate to-morrow on the question of the passage of the bill. Mr. Robbins gave way-

Mr. Robbins gave way—and the question being ta-ken on the engrossment of the bill, it was ordered to

be engressed, without a division.

On motion of Mr. Benton, the Senate proceeded to the consideration of Executive business.

When the doors were opened.

The Bill making appropriations to carry into effect certain Indian Treaties, was considered, amended on motion of Mr. Robinson, and ordered to a third

reading.

The Bill making appropriations for the Indian Department for the year 1833, was considered, reported without amendment, and ordered to a third reading.

The Joint Resolution for subscribing to a certain number of copies of the Documentary History of the American Revolution, to be compiled and published by Peter Force and Matthew St. Clair Clarke, was or dered to a third reading.

The Joint Resolution subscribing for five thousand copies of a stereotype edition of the laws and treaties of the United States [to be published by Duff Green]
was ordered to a third reading.

After some other minor business, the Senate took

a recess till five o'clock.

HOUSE OF REPRESENTATIVES.

On motion of Mr. Adams, the Committee on Manufactures were discharged from the further consider ation of all subjects referred to that Committee.

The hill from the Senate further to provide for the

collection of duties on imports, came up.

Some discussion ensued, in the course of which Mr. McDuffie declared that he believed South Caroling would receive as a measure of conciliation and peace the bill which had passed the House, modifying the Tariff; but if the Enforcing Bill was sent out with it, he would not be responsible for the consequences. If the motion to postpone should be adopted he would view it as a determination not again to take the bill. **a**p

Mr. Carson, of North Carolina, then spoke about three quarters of an hour in opposition to the general

principles of the bili.

Mr. Clayton of Georgia, next rose; but gave way to a motion for a recess untill 6 o'clock, which was carried.

Thursday, Feb. 28.—In Senate.

Mr. Kane, from the Committee on the Public Lands reported a hill from the Honse of Representatives to prevent settlements on the Public Lands West of the Mississippi, till authorized by law, with various amendments, which were concurred in, and the bill ordered to a third reading.

On motion of Mr. King, the Senate then proceeded to the consideration of Executive business.

HOUSE OF REPRESENTATIVES.

The further reading of the Report made by the mi nority of the Committee on Manufactures, adverse to the views of the President, in his late Message, on the subject of manufactures, &c., was dispensed with, and the report laid on the table.

The House proceeded to the consideration of the bill from the Senate further to provide for the collec-

tion of duties on imports.

Mr. McDuffie being entitled to the floor, gave way noment to Mr. Bell, who stated that in consequence of the shortness of the time and the urgency of the public business, he trusted the House would this day dispose of the bill which had been announced.

Mr. M'Duffie then rose, and in a speech of three the distribution of the proceeds of the Public Lands.

Mr. Clay said that, although the objects to which

Mr. Wayne obtained the floor, but gave way to a motion for a recess until five o'clock, which was car-

At 5 o'clock the House again met, and Mr. Wayne commenced a speech in favor of the Bill, which he had not concluded at half past 9.

Friday, March 1—In Senatz.

The hill to modify the Act of the 14th gay of July,

1832, and all other acts imposing duties on imports order that the Executive might have time to act up as received from the House of Representatives, was the bill. taken up, and passed.

House of Representatives .- Friday. After some minor business-

Mr. Verplanck, under instruction from the Com mittee of Ways and Means, made the following Report:

The committee conclude by respectfully recommending the adoption of the following resolution—
"Resolved, That the Government deposits may, in the opinion of the House, be safely continued in the Bank of the United States."

The Report was accompanied by sundry docu

Mr. Watmough moved the printing of 10,000 ex-tra copies of the report and documents, which was agreed to. (Mr. Horn, who had objected to the motion, having withdrawn his objection.)

Mr. Polk then made, a Report from the minority

(three members) of the Committee, of which the same

number was ordered to be printed.

Mr. Daniel, from the Select Committee to which was referred so much of the President's Message as relates to the exercise of doubtful powers, made a verbal report, stating that there was not a single point on which the committee could agree; and he had therefore been directed to move that the Committee be discharged from the further consideration of the subject; which was, after some jocular conversation, agreed to.

The bill from the Senate further to provide for th collection of duties on imports came up on its final passage, (the Previous Question thereon having been

passage, (the Previous Question thereon having oven last night ordered.) The Bill was finally passed. The bill concerning the Virginia military land warrants being reached, Mr. Russell withdrew the amendment he offered thereto some days ago, and the bill was ordered a third reading.

The bill to establish the territory of Wisconsin, and the bill authorizing a subscription to an edition of the Laws of the United States, were severally or

dered to lie on the table. All the succeeding orders of the day were then, by successive motions of Mr. Wickliffe, postponed to to-morrow, until the Land Bill was reached; when,

on motion of Mr. W.,

The House resolved itself into a Committee of the Whole on the state of the Union, the Speaker calling

Mr. Polk to the Chair. Mr. Verplanck moved that the Committee take up some appropriation bills, but the motion was negative ed; and then, by a decisive majority, took up the bill from the Senate

To Distribute the Proceeds of the Public Land .

The bill having been read through—
An amendment was offered by Mr. Duncan to set apart 20 per cent. of the value of the Public Land in certain of the new States, before the division of the proceeds should be made, instead of 12 1 2 per cent.

as in the Bill. But it was negatived.

Mr. Wickliffe moved to amend the second section thereof, by striking out the words which restrict the application of the funds accruing to the several States to three specified objects, (internal improvement, education, and colonization,) and to leave it the States to apply the funds in such manner as the Legislatures thereof shall direct.

The amendment was adopted, without a count. Mr. Wickliffe also added a Proviso postponing the effect of the Bill, until the Public Debt should have This was adopted, Yeas 67, Nays 42. been paid.

Friday Evening March 1 .- IN SENATE.

On motion of Mr. Black, the Senate proceeded to the consideration of Executive business. At 9 oclock the doors were re-opened.

The various bills on the table, ordered to a third

reading, were read a third time and passed.

The Senate then took up the bill for removing the obstructions and improving the navigation of certain rivers in the territories of Florida and Michigan, and for certain surveys; which, being ordered to be en-grossed, was read a third time and passed.

Public Lande.

The Senate then took up the amendment made by the House of Representatives to the bill authorizing

these proceeds were to be applied were a favorite point with him, yet as he had found that he was differng on this topic with some of his friends, and as it had been suggested that there might be difficulty in of the non-commissioned officers and privates in the another quarter, if the words struck out by the army of the U. States was read a second time. House were retained, he would move to conour in the amendment

So the amendment was concurred in. At 11 o'clock, the Senate adjourned.

HOUSE OF REPRESENTATIVES.

The bill to distribute the proceedings of the Public Lands being under consideration, in Committee of the Whole.

On motion of Mr. Wickliffe, the committee rose, and reported the bill and amendments to the House. In the House, the amendments were read and concurred in, with the exception of Mr. Wickliffe's pro-viso, which he himself, after examination, though ought not to be adopted, inasmuch as the contingency

for which he intended it would not exist. The bill was read a third time, and the question on its passage, it was decided by yeas and nays as

follows:

Yeas—Messrs. Adams, C. Allan, Heman Allan, Arnold, Babcock, Banks, N. Barber, J. S. Barbonr, Barringer, Barstow, Beardsley, Briggs, Bucher, Bullard, Burd, Eleutheros Cooke, Bates Cooke, Cooper, Corwin, Coulter, Crane, Crawford, Creighton, D. J.
Davis, Dearborn, Denny, Dewart, Dickerson, Ellsworth, George Evans, Joshus Evans, Ed. Everett, worth, George Evans, Joshua Evans, Ed. Everett, Horace Everett, Gilmore, Grennell, H. Hall, Heis, ter, Hodges, Hogan, Hughes, Huntington, Ihrie, Irvin, Jenifer, J. Johnson, Kavanagh, Kendall, Kennon, Adam King, Henry King, Kerr, Leavitt, Letcher, Marshall, Maxwell, McCarty, Robt. McCoy, McKenson, Mercer, Milligan, Muhlenberg, Nelson Newton, Pearce, Pendleton, Pierson, Pitcher, Potts, Randolph, John Reed, Root, Russell, Au. H. Shepterd, Slade, Smith, Southard, Stanbary, St

Randolph, John Reed, Root, Russell, Au. H. Shep' perd, Slade, Smith, Southard, Stanbery, Stewart Southerland, Taylor, P. Thomas, J. Thomson, Tomekins, Verplanck, Vinton, Wardwell, Washington, Watmough, Wilkins, Elisha Whittlesey, Frederick, Whittlesey, E. D. White, Wickliffe, Williams—96.

Nays.—Mess. Alexander, Archer, Ashley, Barnwell, Bethune, John Blair, Boon, Cambreleng, Carr, Chinn, Claiborne, Clay, Coke, Duncan, Felder, Gordon, Griffin, William Hall, Hawkins, Horn, Isacks, Jarvis, Rich. M. Johnson, Lecompte, Lewis, Lyon, Mardis, Mason. Wm. McCoy, McIntire, McKay, Plummer, Roane, Sewall, Standefer, Wiley Thompson, Ward, C. P. White, Worthington—40.

So the bill was passed, and returned to the Senate.

It was now near 11 o'clock; when the House

It was now near 11 o'clock; when the House went into Committee of the Whole on the state of the Union, and took up

The Harbor Bill.

[Making appropriations for carrying on certain works heretofore commenced for the improvement of harbors and rivers, and also for continuing and repairing the Cumberland road and certain territorial roads.]
Mr. Coke moved that the Committee rise, believ.

ing the House to be too much exhausted to proceed.

The motion was promptly negatived, and the Committee proceeded to read and amend the bill.

The most important of the amendments were an item of \$35,000 for the continuation of surveys under the act of 1824, and \$34,000 for the repairs of the Cumberland road in Virginia.

The bill was then laid aside, and the Committee took up the

General Appropriation Bill.

On motion of Mr. Everett, items were added to provide for arranging the papers in the State Departm and making an index to the whole of them. for completing the publication of the Diplomatic Correspondence, and the printing of the last census. Mr. Verplanck proposed an item to cover certain

arrearages which had improperly accrued in the Land Office. He did it with great reluctance, and merely because the United States must of course pay debts contracted by its authority. But the expendi-ture had the decided disapprobation of the Committee of Ways and Means.

Mr. Wickliffe concurred in this sentiment, and

hoped that this instance might prove a warning to all subordinate officers in the Government against ex. ceeding the limits of the expenses they were autho-

rized to incur.

Saturday, March 2.—In SENATE.

The Senate considered and passed the bill to establish a port of entry at Fall River, Mass. &c.. Several private bills from the House of Representa-

atives were considered, ordered to a third reading, and subsequently passed.

The bill from the House, to improve the condition

Some amendments reported from the committee were adopted, and the bill ordered to a third reading.
Mr. Clay wished to talk the question to might. In and subsequently passed.



sidered and passed :

A resolution in relation to the execution of an act supplementary to an act entitled "Arract for the re-lief of certain surviving officers and soldiers of the

An act to authorize the President of the United States to exchange certain lands belonging to the Navy Yard at Brooklyn for other lands contiguous thereto.

An act in addition to the act for the gradual im provement of navy of the U.S.

An act to place thirty copies of the Diplomatic Correspondence of the Revolution at the disposition of the Secretary of State, was read a third time and

At three o'clock the Senate took a recess till five o'clock.

Senate Evening Session.

The Senate re-assembled, and went into considera tion of Executive business.

House of Representatives. -Saturday, March 2. Bank of the United States.

The resolution reported by the Committee of Ways and Means, expressive of their opinion that the Government deposites might with safety be continued to be deposited in the Bank of the United States, co-The previous question was then put and carried, and the main question, on the adoption of the resolution, was decided by year and nays. Yeas 110, Nays 46.

So the House resolved, That the Government deposites may, in the opinion of the House, he safely continued in the Bank of the United States.

The House then took up the General Association and the Control of th

he United States.

The House then took up the General Appropriation Bill, with he amendments reported from the Committee of the Whole.

Some desultory debate occurred on one or two of the items—articularly on an amendment offered by Mr. E. Everett, to exact the franking privilege, by giving it to members from the pelod-of-sixty days before their entering Congress, to the first day of the Congress stoceeding. This amendment was agreed to, and the bill was then ordered to its third reading.

The House then took a recess from 4 to 6 o'clock.

The House then took a recess from 4 to 6 o'clock.

Evening Session.

At 6 o'clock, the House again assembled.

The bills making appropriation for the Engineer department, and for the civil end diplomatic service, for the year 1833, were read a third time and passed.

Various bills from the Senate were passed.

After passing various acts from the Senate without debate, the House went into a Committee of the Whole on the state of the Union.

The bill making and the senate without debate of the Union.

The bill making appropriations for the Indian Depart

The bill maxing appropriations are taken up.

Mr. Everett moved for an amendment providing for the valuation and payment for the property of the American Board of commissioners of Foreign Missions in the Choctaw Nation, rhich was agreed to.

Mr. Assley moved an amendment, appropriating \$100,000 for he expense of an expedition against the western Indians, which

the expense of an expedition against the watern indians, which was agreed to.

The Committee then rose and reported the bills to the House and the amendments were concurred in.

The NespolitanTreaty bill was read the third time and passed Tile House again went into Committee, and took up the fol-

owing bills:
The bill explaining the leth section of the act of 14th July

The biti making appropriations for the public buildings. The bill to explain and amend the several acts imposts so on hardware.

The bill was amended on motion of Mr. Adams, by adding to it the bill of the Senate relating to certain manufactures of copper, called Braxier's copper.

The bill for improving the navigation of certain rivers in the Territories of Florida and Michigan.

The light house bill.

All of which were reported to the House.

The first named act was amended so as to confine its provisions to merchandize entitled to debenture, when all the foregoing bills were ordered to be engroused.

After dissposing of a variety of Senate bills.

Several engrossed bills were read the third time and passed; when.

Several engrossed bils were read the third time and passed; when, Mr. Taylor being in the Chair, in the absence of the Speaker. Mr. Howard offered the following resolution: Resolved, That the thanks of this House he presented to the Heart Mr. Howard the Sevenson, Speaker, for the firmness, dignity, skill paid impartiality with which he has discharged the duties of the Chair during the 22d Congress Whiteh was adopted.

Messers. White, of New-York, and Polk were appointed a Committee to wait on the President, on the part of the House, and inform him that the House were ready to adjourn.

Mr. C P. White, from the Committee appointed to wait on the President, required that the Committee appointed to wait on the President, required that the Committee had informed the President that the House were ready to adjourn, and had been informed by the President that the had no further communication to make to the House

Mr. J. S. Barbour, at 5 o'clock, A. M., moved the House now adjourn; agreed to.

Inaugural Address of the President of the U. States. 4th March, 1833.

FELLOW CITIZENS:-The will of the American people, expressed through their unsolicited suffrages, calls me before you to pass through the solemnities preparatory to taking upon myself the duties of President of the United States for another term. For their apprehation of my public conduct, through a period that has not been without its difficulties and to: approbation of my public conduct, through a period which has not been without its difficulties, and for this renewed expression of their confidence in my seed intentions, I am at a loss for terms adequate to the expression of my gratitude. It shall be displayed, inculeate.

The following bills and resolutions were then con-||to the extent of my humble abilities, in continued ef-| forts so to administer the Government, as to preserve their liberty and promote their happiness.

So many events have occurred within the last four years, which have necessarily called forth, sometimes under circumstances the most delicate and painful, my views of the principles and policy which ought to be pursued by the General Government, that I need on this occasion but allude to a few leading considerations connected with some of them.

The foreign policy adopted by our Government soon after the formation of our present Constitution, and very generally pursued by successive administrations. has been crowned with almost complete success, and has elevated our character among the nations of the earth. To do justice to all, and submit to wrong from none, has been, during my administration, its govern-ing maxim; and so happy has been its result, that we are not only at peace with all the world, but have few causes of controversy, and those of minor importance, remaining unadjusted.

In the domestic policy of this government, there are two objects which especially deserve the attention of the people and their representatives, and which have been, and will continue to be, the subjects of my increasing solicitude. They are, the preservation of he rights of the States, and the integrity of the Union.

These great objects are necessarily connected, and can only be attained by an enlightened exercise of the powers of each within its appropriate sphere, in conformity with the public will constitutionally express-ed. To this end, it becomes the duty of all to yield a ready and patriotic submission to the laws constitutionally enacted, and thereby promote and strengthen a proper confidence in those institutions of the several States and of the United States which the people themselves have ordained for their own government.

My experience in public concerns, and the observe tion of a life somewhat advanced, confirm the opinions long since imbibed by me, that the destruction of our State governments or the annihilation of their control over the local concerns of the people, would lead directly to revolution and anarchy, and finally to despotism and military domination. In proportion, therefore, as the general government encroaches upon the rights of the States, in the same proportion does it impair its own power and detract from its ability to fulfil the purposes of its creation. Solemnly impressed with these considerations my countrymen will ever find me ready to exercise my constitutional powers in arresting measures which may di-rectly or indirectly encroach upon the rights of the States, or tend to consolidate all political power in the General Government. But of equal, and indeed of incalculable importance is the union of the States and the sacred duty of all to contribute to its preservation by a liberal support of the General Government in the exercise of its just powers. You have been wisely admonished to "accustom yourselves to think and speak of the Union as of the palladium of your political safety and prosperity, watching for its preservation with jealous anxiety, discountenancing whatever may suggest even a suspicion that it can in any event be abandoned, and indignantly frowning upon the first dawning of any attempt to alienate any portion of our country from the rest, or to enfeeble the sacred ties which now link together the various parts." With-Without Union our independence and liberty would never have been achieved—without Union they can never be maintained. Divided into twenty four, or even a smaller number of separate communities, we shall see our internal trade burdened with numberless, r straints and exactions; communication between distant points and sections obstructed, or cut off, our sons made soldiers to deluge with blood the fields they now till in peace; the mass of our people borne down and impoverished by taxes to support armies and navies; and military leaders at the head of their victorious legions becoming our law givers and judges. The loss of liberty, of all good govern-ment, of peace, plenty and happiness, must inevitably follow a dissolution of the Union. In supporting it, therefore, we support all that is dear to the freeman and the philanthrophist.

The time at which I stand before you is full of in terest. The eyes of all nations are fixed on our Republic. The event of the existing crisis will be decisive in the opinion of mankind of the practica-

Deeply impressed with the truth of these observations, and under the obligation of these colemn oath which I am about to take, I shall continue to exert all my faculties to maintain the just powers of the Constitution, and to transmit unimpaired to posterity the blessings of our Federal Union. At the same time, it will be my aim to inculcate, by my official acts, the necessity of exercising, by the General Government, those powers only that are clearly delegated; to encourage simplicity and economy in the expenditures of the government; to raise no more mouey from the people than may be requisite for these objects, and in a manner that will best promote the interest of all classes of the community, and of all portions of the Union. Constantly bearing in mind that, in entering into society "individuals must give up a share of liberty to preserve the rest," it will be my desire so to discharge my duties as to foster, with our brethren in all parts of the country, a spirit of liberal concession and compromise; and, by reconciling our fellow-citizens to those partial sacrifices which they must unavoidably make, for the preservation of a greater good, to recommend our invaluable Government and Union to the confidence and affections of the American people.

Finally, it is my most fervent prayer to that Al. mighty being before whom I now stand, and who has kept us in his hands from the infancy of our Repub. lic to the present day, that he will so overrule all my intentions and actions, and inspire the hearts of my fellow citizens, that we may be preserved from dangers of all kinds, and continue forever a UNITED AND HAPPY PEOPLE.

Two granddaughters of Count Rockambeau, and two officers who served in our War of Independence, have, it will be seen, presented petitions to Congress for compensation for services rendered by the grand. father, in the instance of the first petitioners, and by the petitioners themselves in the second:

House of Representatives-Monday, Feb. 25. A message, in writing, was received from the Pre-sident of the United States, by Mr. Donelson, his private Secretary, as follows :-

Washington, 22d Feb., 1833.

To the House of Representatives:

I transmit herewith, for the consideration of the House, a letter from General LAFAYÉTTE, to the Se. cretary of State, with the petition which came en-closed in it of the Countess d'Ambugers, and Mde. de la Gorce, granddaughters of Marshal Count Ro. chambeau, and original documents in support there. of, praying compensation for services rendered by the Count to the United States during the Revolu. tionary War; together with translations of the same. And I transmit with the same view, the petition of Messrs. de Fontaville de Jerumont, and de Rossig. nal Grandmont, praying compensation for services rendered by them to the United States in the French Army, and during the same war, with original pa-pers in support thereof; all received through the same channel, together with translations of the same.

ANDREW JACKSON. same.

The said message, with the petitions and papers accompanying the same, was referred to the Committee on Revolutionary Claims.

APPOINTMENTS .- The following Collectors of the Customs have been re-appointed by the President. with the advice and consent of the Senate, the term of their respective commissions being about to expire. Jour. of Commerce.

John Chandler, District of Portland and Falmouth, Denny McCobb, Waldoborough, Me. Mark Bennet, York, Me. John F. Scammon, Saco, Me. [Maine. Barnabas Palmer, Kennebunk, Me. Schuyler Sampson, Plymouth, Mass. Wm. H. Ellis, New Haven, Conn. Noah A. Phelps, Middletown, Conn. Geo. W. Tucker, Little Egg Harbor, N. J. James N. Barker, Philadelphia. Thomas Forster, Presque Isle, Pa John Willis, Oxforfi, Me. Nathaniel Holland, Cherrystone, Va.

Also, the following Surveyors of Ports : Joshua Prentiss, Marblehead, J. B. Barton, Providence, Geo. Brown, Paucatuck, R. I. Charles Durfee, Tiverton, R. I. James Mosher, Baltimore. John Prentiss, Suffolk, Va. Robert Butler, Smithfield, Va. Daniel Foster, Naval Officer, Newburypose, LEGISLATURE OF NEW YORK.

Wednesday, Feb. 27.—In Assembly.
Mr. I. C. Baker reported a bill to incorporate the
Whitehall and Rutland (Vt.) Railroad Company.

In SENATE-Feb. 28.

Mr. Edwards reported a bill to amend the act incorporating the great Au Sable Railroad Company.

The committee of the whole had under considers. tion the bill to amend the charter of the New York tion the bill to amend the charter of the New York and Erie Railroad Company. [Authorizes the company to commence operations whenever \$500,000 of their capital of \$10,000,000 shall have been subscribed.] The bill was opposed by Messrs. Dodge and Edwards, and supported by Messrs. Westcott, Van Schaick and Mr. Sherman, Mr. Birdsall also made some remarks, but not being in possession of the necessary information to act upon the subject, he moved that the committee rise and report, which was agreed to.

The committee passed the bill to incorporate the New England Society in the city of New York. ASSEMBLY

Mr. Farrington gave notice of his intention to introduce a bill directing a survey of a canal from Oswe. ge to Binghampton

March 1-ASSEMBLY.

Mr. I. C. Baker, from the Railroad committee, to whom was referred the bill from the senate, relative to the Rochester and Charlotte turnpike company, reported the said bill, without giving any opinion thereon. Committed.

Bills read a third time and passed: Authorizing the improvement of Flushing Bay and Creek.

MARRIAGES.

On Thursday evening, Feb. 28, at the Mission Church of the Moby Evangleists, Vanderwater street, by the Rev. B. C. Cutter, ALPHRUS BARRING, of Berkshire, England, to JANE, daughter of William Cochrane.

On Thursday evening, (38th ult.) by the Rev. Dr. Wainwrig ALFRED S. Levingerton, of Rhinebeck, to Justina, daughte the late Joseph Blackwell, of this city.

On Tuesday evening, by the Rev. Dr. Spring, L. G. Curriss, to Helen Maria Couch, daughter of William Couch, Esq., all of this city.

At Burlington, New-Jersey, on the 25th of February, by the Bev. Dr. Wharton, William Berrman Verplanck, Esqr., of Verplanck's Foint, State of New-York, to Maria Mersia Ma-cours, daughter of Mrs. isabella Bloomfield, of the former place.

At New Hope, (Penn.) on Thursday morning the 20th ult. by the Rev. Mr. Studdiford, Mr. Ezra R. Butler, of Hudson, to Miss Reserce P. Melber, of the former place.

DEATHS.

On Wednesday afternoon, Peb; 27, of consumption, in the 29th year of her age, ELIXABETH DAVIDSON, wife of JOHN EVERS, and eldest daughter of Thomas Swords.

This morning, (Feb. 28) at 1 o'clock, in the 45th year of his age, William Gallaguer.

On Thursday evening, 21st Feb. ELIZABETH HAFF, infand daughter of GEORGE B. HARLESTAN, aged 7 months.

This morning, EMMA, the infant daughter of Mr. A. J. Mas of Brooklyn, aged 8 months.

On Sunday evening last, Mr. Louis Doyle, Builder, aged 5

On Tuesday morning, March 5, 1833, at half past 4 o'clock, in the morning, of consumption, Mrs. Sally Figles, agod fifty nine years and eight months, for many years a respectable member of the Methodist Episcopal Church.

At Brooklyn, on Monday morning the 4th March, Andraw fant son of A. T. Coodrich, aged sixteen months.

On the 22d February, at Columbia, S. C., where she had gone or the benefit of her health, Miss Mary B. Gardiners, daughter f the late John L. Gardiner, Esqr., of Gardiner's Island, New York, aged 93 years.

At New Orleans, on the 3d ultimo, Mr. Joseph Watsons, aged 50—formerly a resident of this city.

At New-Orleans, on the 17th ult., after a short and severe illness, Mr. ENOCH B. Hyps, aged 31, of the firm of W. F. & E. B. Hyde & Co. of that place, and formerly of Stonington, Conn.

REPORT OF DEATHS-WERE ENDING SATURDAY, MARCH 2.

Retween the ages of						
90 and	1 00 — 0	50 and 60-2	10 and 20— 2 1 5 and 10— 4 2 and 5— 7 1 and 9—10			
80 and	90 4	40 and 50- 6	5 and 10-4			
70 and	86 1	30 and 40-10	2 and 5-7			
60 and	70 6	90 and 30-10	1 and 9-10			
~	and mad		Total 60			

Dise	ases.
Ancurism 1	Pever typhus 1
Apoplexy 2	Hives or croup 4
Burned or scalded 1	
Casualty 1	Marasmus 2
Catarrh 1	
Childbed 1	Periphuemony 4
Consumption	Picuricy 1
Convulsions 5	Pneumonia typhodes 1
Cramp in the stomach 1	Rheumatism 1
Dropey 1	Sprue 1
Dropey in the head 6	
Epilepsy 1	Syphilis 1
Fever 1	Teething 2
Fever bilious remittent 1	Uaknown 4
Fever remittent	Whooping cough 1
Fever scarlet 2	Worms 1
ABRAHAM D.	STEPHENS, City Inspector

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The "Mechanics' Magazine" will contain also a due portion of the occurrences of the month, Scientific and Literary, Reviews of Books, Anecdotes, Economical Receipts, Reports of the state of Mechanics' Institutions, and other Scientific Societies in thisdand other countries.

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ducted and handsomely executed, without an extensive carculation and prompt payment to meet its expenses.

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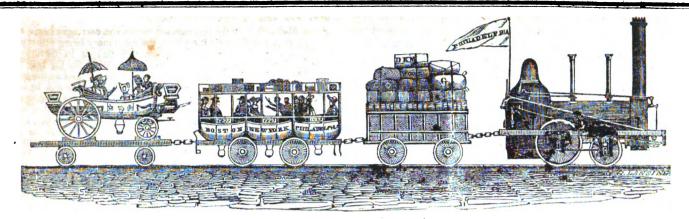
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Hudson, Columbia County, New-York, January 29, 1833.

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AMERICAN RAILROAD JOURNAL, INTERNAL IMPROVEMENTS. AND **ADVOCATE**

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D. K. MINOR, EDITOR.]

SATURDAY, MARCH 16, 1823.

[VOLUME II.—No. 11.

CONTENTS:

Williams' new Treatise on Road-making; Carbondale ...168 Literary Notices

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, MARCH 16, 1833.

METEOROLOGY .- It is unnecessary in order to call attention to our Meteorological Record, for which every one may be his own carrier, or this city, (which however is omitted this week.) for us to say more than that it is kept by Wm. C. REDFIELD, Esq. To the man of science, it will commend itself. We should be greatly sal of it. obliged by similar favors from other cities on the seaboard.

An apology is due to our readers for the long omission of the Meteorological Records kept in other places. Those for Troy and Mobile have not been received as was expected, and those for Montreal and Charleston were delayed in order to keep them together-the two latter will now be brought up, and hereafter given regularly once a month, together with one furnished by P. G. VOORHEES, Esq., of Avoylle Parish, on Red River, Louisiana.

We some time since announced that Mr Williams, Engineer of Cincinnati, proposed publishing a practical treatise upon road making. We consider the subject of so much importance to the community, that we again call the attention of our readers to it. Mr. W. proposes to illustrate his book with about 100 engravings, and deliver it to subscribers at the low price of \$3, bound and lettered. Such a work is a great made at a higher premium, but on conditions not em desideratum in this country; of Mr. Williams' fitness for such a task there can be no doubt. With his prospectus he has printed letters from some of the most distinguished individuals in ROAD.—The books of the New-York, Boston the United States, including Engineers, Presidents of turnpikes and railroads, and Statesmen, friends of internal improvements—among lall subscribed for, a fact sufficiently indicative or fraction over four miles, and the descent from

C. Calhoun,—all agreeing that Mr. W.'s practical experience on such subjects render him pe culiarly qualified for such an undertaking. We subjoin a portion of his address to the public.

"In writing and compiling the proposed work it shall be my aim neither to be tediously particular, nor obscurely brief; but as the safer, I intend to fall into the former rather than the latter error. My endeavors shall be to write a plain practical treatise, and not to make any unnecessary display of science or skill. The book most needed is one that might enable any person with a tolerable education, by close application, to make a first rate road, or to improve in the best manner those already made. Such a book, it is hoped, the proposed one may be. It will embrace nothing but what is connected with the laying out, the construction, the use, or the repair of those kinds of roads upon travel in the way his fancy or circumstances may point out to him. Nevertheless it is presumed, that the Canal and Railroad maker may be interested, if not instructed by a peru-

The matter in the work will be treated in something like the following order:-Introduction, Road Companies, Charter, By-Laws, Engineers, Mapping, Superintendants, Directors, Lettings, Contracts, Masonry, Bridging, Gra-duation, M'Adamizing, Repairs, Tolls, Artificial roads generally, Substitutes for stone in the construction of artificial roads, Common Roads, Street pavements, Wharves, Landings, Ferries, Viaducts, Yards, Walks, Vehicles, &c. &c. Believing that no man of observation is so ignorant that he cannot teach, nor so wise that he may not learn, a request is made to all who can communicate any useful matter, on any of the above subjects, to do so; but at the same time, the necessity of their paying the expense of sending their communications will appear to them, and be cheerfully borne by those who have the prosperity of the country at heart."

We understand that the Loan to the Paterson and Hudson River Railroad Company has been taken by a company of gentlemen at a premium of 2 1-2 per

We are also informed that several offers were braced in the proposals, and that the committee did not therefore feel authorized to accept them.

NEW-YORK, BOSTON AND PROVIDENCE RAIL

the latter we find the names of H. Clay and J.|| the confidence felt in, and the value of the enterprize. - [Providence D. Journal.]

> CANALS AND RAILROADS.—The Legislature of Kentucky, at its late session, passed an Act making it Felony, punishable by confinement in the Penitentiary, for any free person, and death to any slave, convicted of maliciously injuring or obstructing the Louisville and Port-land Canal. The Legislature of Virginia, at its present session, has enacted a similar Law, in relation to the Petersburg and Roanoke Railroad.

> We have had another proof of the promptness with which the obstruction caused by a deep fall or drifting of snow is removed on the Bal-timore and Ohio Railroad. The snow which fell on Friday last was blown on the Railroad, in drifts, in many instances from two to three feet deep, during that night and the next morn-ing—yet it was so promptly cleared off the whole distance of sixty miles between Baltimore and Frederick, that not a single trip of the cars was omitted; and the passenger cars on Saturday were only detained about six hours beyond the usual time. This has been at all times the case since the first opening of the road for travel, and furnishes most gratifying evidence of the energy with which the business of the company is prosecuted.—[Baltimore Republican.]

> To the Editor of the American Railroad Journal.

CARBONDALE RAILROAD.-Perhaps you may think the following brief description of the Carbondale Railroad will be interesting to the readers of your Journal. If so, it is submitted for publication.

This railroad extends from the head of the Delaware and Hudson Canal at Honesdale, Pa., to the coal mining belonging to the Delaware and Hudson Canal Company at Carbondale. It was hinted at in the report of John S. Sullivan, Esq., on the projected Delaware and Hudson Canal, dated January 7th, 1824. No surveys were: made at that time, and nothing definite was done until the autumn of 1826, when the Directors of the Delaware and Hudson Canal Company instructed Benjamin Wright, Esq., (at that time Chief Engineer of the company,) to report to them a plan for the railroad, with an estimate of expense. Surveys were made to determine the elevation to be overcome, but not sufficient to loelevation of 1,800 feet to be overcome in 16 1830, and with some improvement has been quired for the convoy. miles. Mr. Wright submitted a report during the autumn above referred to. This report was general in its character, and did not go into any particulars in relation to machinery to facilitate transportation over the elevation.

On the 4th of April, 1827, the undersigned was instructed by the board of managers of the Delaware and Hudson Canal Company to make a location of the railroad, and to submit a report of such plan as he should recommend, with an estimate of the cost of the same. In consequence of the irregularity of the country, and the dense forest that covered it, the greatest part of the season was occupied in surveys, before a location could be settled. On 22d October, a report, in obedience to the instructions above mentioned, was submitted to the board of managers, embracing a plan and an estimate of the cost of construction. The plan was essentially adopted by the board, and on the 25th November the work was put under contract.

At a time when there was no experience of moment in this country in surmounting great elevations by railroads, it will readily be conceived that, to rise 850 feet in about three miles, (this being the length of road from the mines to the summit,) by a method that would ing power of the loaded waggons in descending be safe, regular, and economical in its operations, the planes. was no easy task. The plan of machinery in general use at the time in England, on which to wind the ropes that drew up the waggons, was the large drums. This was considered in several reports objectionable, and a new plan was designed, which was supposed to obviate the objections alluded to. This plan substituted a horizontal sheeve wheel, on which was worked an endless chain. It permitted the engine to run constantly in the same direction, and the loaded the road, thereby avoiding the necessity of chang- away any material that may be used, and coning the waggons at head and foot of the inclined plane, as is required by the reciprocating plan.

The machinery worked in all respects well, exunril they reach the foot of the plane; and any cept that the chains were not able to bear the service. They frequently parted, particularly after they had worked about one month. It was less found that the chain was very severe on the large that the chain was very severe on the large that the chain was very severe on the large that the chain was very severe on the large that the chain was very severe on the large that the chain was very severe on the large that the chain was very severe on the large that the chain was very severe on the large that the chains were not able to bear the prevent the proper application of the brake, will essen the visable to construction of the road was for the greatest part through a dense forest, and over a country of great irregularity. It was considered adapted to construct the road was for the greatest part through a dense forest, and over a country of great irregularity. It was considered adapted that the chain was very severe on the large that the chain was very severe on the large that the chain was very severe on the large that the chain was very severe on the large that the chains were not also form the proper application of the brake, will be severed the proper application of the brake, will be severed the proper application of the brake, will be severed the proper application of the brake, will be severed the proper application of the brake, will be severed the proper application of the brake, will be severed the proper application of the brake, will be severed the proper application of the brake, will be severed the proper application of the brake, will be severed the proper application of the brake, will be severed the proper application of the brake, will be severed the proper application of the brake, will be severed the proper application of the brake, will be severed the proper application of the brake, will be severed the proper application of the brake, will be severed the proper application of the brake, will be severed the proper application of the brake, will be severed the proper application of the brake, also found that the chain was very severe on the sheeve wheel and friction rollers. After hauling over about 10,000 tons of coal, the interruption tion. and damage occasioned by the breaking of the chain, and the severity with which it wore the other parts of the machinery, induced its abandonment. It now became an important question to determine in what manner the machinery could be most economically altered so as to adapt it to the use of ropes. They were not known at that time to have been used for ascending planes, on any other plan than by winding up on large drums. It was decided, however, to adopt a plan by which the horizontal sheeve could be used, so as to allow the engine and all other machinery to remain as it had been placed for the use of chains. This was done by substituting a double for a single sheeve wheel; and by the aid of an extra sheeve wheel, the rope was made to pass twice round, or fill both grooves in the main sheeve. The object of this arrangement was to obtain more hold, to prevent the rope from slipping, which proved to be completely successful. to be attached to two vertical shafts; the motion transportation entirely in one direction, and conThe ropes work much more kindly on all parts to be communicated by a spur wheel on the shaft sequently costs about two fifths more than if the of the machinery than chains. This plan of the engine sheeve, driving a pinion on each of loading could be equal in both directions. It is

adopted on the inclined planes of the Mohawk and Hudson Railroad. Experience has thus far descend the plane, the machinery being attached proved it to be a convenient and economical plan for ascending planes, and it is equally efficient for descending when there is a large proposed and produce the requisite velocity for the sails to equilibriate their preponderance; and as the addescending when there is a large preponderating justment is permanent, no attention will be reforce to regulate. This road has fiv reending quired but to fasten and unfasten the carriages, force to regulate. This road has fiv cending inclined planes between Carbondale am he sum- and check them on their arrival at the foot of the mit of the mountain, each worked by a stationary steam engine.

After ascending the mountain, the road is nearly level 1 1-2 miles, the descent being one in 1500, which was given to favor the motion of the loaded waggons to the head of the first descending plane. The descent of the mountain in the direction of the line of road was very rapid for the first mile and a half, being near 500 feet.-This was divided into two inclined planes, (with a small declivity from the foot of the first to the head | miles. of the second,) the first having a descent of 353 feet, and a horizontal line of 4,260 feet; the second has a descent of 127 feet, and a horizontal gons would descend these planes, and the empty ones ascend. It was an object of great impor-

The following extracts from the report of the undersigned, above alluded to, will give an idea of the method adopted:

"The usual, and I believe the only method that has been adopted to effect this object, is the application of friction by means of the brake. This is convenient when the preponderance is small, but when as great as will be required for our purposes, I consider it very imperfect, and hable to plane the road descends at 1 in 200 a distance of the following objections: In the first place, the application of so much friction as will produce Hudson Canal at Houssdale, when it terminates carriage to uniformly occupy the same side of the required resistance will rapidly cut and wear sequently require frequent repairs. In the second place, it will require constant attendance difficulty, but, as before observed, will produce delay, and increase the expense of the opera-

> "In view of the objections to the plan in use I have invented a pneumatic convoy, which will effectually answer our purpose. To obtain a satisfactory test of the principle, I had an apparatus constructed, by which I made 76 experiments on the resistance of atmospheric air, with sails of different area, and moving at different velocities. The results gave a greater resistance than the experiments made by Rouse, or those by Borda: but their experiments were comparatively on very small surfaces, and Borda says, by increasing the area, he found the resistance to in-crease in a greater ratio; which was also proved by my experiments. The largest sails I used by my experiments. The largest sails I used had each an area of 21 square feet, and I consider the different results accounted for on this principle."

"With a velocity of 40 feet per second, the

thence to Honesdale about 950 feet; making an | machinery was put in operation in the spring of | the sail shafts. This is all the machinery re

"By this method, when the carriages begin to leave scarcely any hazard of accident by derangement, and it will hardly be exposed by any from inattention.

The machinery was put up on the plan described in the preceding extracts, and it is difficult to conceive how the descent of heavy trains of

waggons could be better controlled.

From the foot of the second descending (or self-acting engine) plane commences a descending road quirally inclined 1 in 120 for near six miles. The loaded waggons, in trains of from 20 to 30, descend this section by their own gra-vity, being kept in proper courtol by the friction brakes attached to them, which are managed by from two to four men, according to the number line of 1,524 feet. The great bulk of the freight of waggons in the train. There are several small waggons attached to the train, on which contemplated was coal, by which the loaded wagthe horses ride down with the loaded waggons to draw up the empty ones. This method of transporting the horses has proved very advantageous tance to provide some plan of easy management in economising the expense. Experience has and regulation, to control the great preponderattrade, when animal power is used, is that on which the loaded carriages will just descend with proper velocity, by their own gravity. The extra power required to return the empty waggons being more than compensated by the advantage the animal obtains in riding down with the

At the termination of the section above mentioned commences the third descending plane, which is supplied with the same kind of machinery as that in the two planes first descending from the summit of the mountain. From this Hudson Canal at Honesdale, when it terminates at an elevation of about 16 feet above its level. This elevation admits of a convenient arrangement for slide docks, by which the coal is discharged from the waggons on an inclined platform, down which it is moved with great facility into boats that lay alongside.

The construction of the road was for the greatmanner as practicable, and leave to future experience and more enlarged means the construction of a more substantial and permanent work. accordance with this view, the ridges that fell in the line, and were elevated above the grade of the road, were excavated; but the valleys, instead of being filled by permanent embankments of earth, were crossed by bridgework of different kinds, according to the height of the work .-Where the height did not exceed three or four feet, posts were set in the ground to support the road; where the elevation was higher, framed tressles were put up, standing on blocks or pillars of stone.

The waggons used on this road weigh empty about 22 cwt., and carry 2 1-2 tons of coal

In the year 1830, about 42,000 tons of coal were carried over the road; in 1831, about 55,000 tons, and in 1832, about 90,000 tons. The economy of transportation is therefore fully settled; and notwithstanding the great elevation being more than an average of 100 feet per mile, by the resistance on a sail containing an area of 40 square feet, will be 6 lb. per fiort. Now, to provide for a resistance equal to the preponderating power, will require 2239÷6=373.16 square feet 2.1-2 cents per ton over the whole of sail. I propose to divide this into eight sails, be attached to two vertical shorts. It must be recollected, is a constant of the content road by animal power, showing the superior economy, in situations where it is available, of me-

chanical over animal power.

On a road subject in its operations to so many changes from moving to stationary power, it was apprehended there would be many accidents and delays, that would seriously embarrass and increase the expense of transportation. Experience has, however, shown this apprehension to have been groundless. The men engaged in conducting the business of the road soon acquire the skill that in necessary, and the work is conducted with the greatest regularity and certainty. Heavy trains of carriages, loaded with the mineral productions of the valley, ascending with celerity and certainty the successive planes, until they reach the summit of the mountain, present a scene gratifying and interesting to a high de-

This work, in connection with the Delaware and Hudson Canal, opens an easy communication between the coal in the valley of the Lackawana and the Hudson river. The whole work, in view of the circumstances of the country at the time of construction, was a bold and hardy enterprize, and by many intelligent men was considered as entirely chimerical. Its completion and subsequent success has dissipated the apprehensions of its failure, and placed it among the most valuable and important improvements of the day. Respectfully, your ob't serv't

JOHN B. JERVIS, Civil Engineer. Albany, 26th February, 1835.

Report of the Engineer of the Paterson and Hudson River Railroad Company.

Office of the Paterson and Hudson River Railroad Company, January, 1833. To the President and Directors of the Company:

Gentlemen-In pursuance of the object of a recent Resolution of your Board, I have the honor to submit to you the following statement of the progress which has been made in the construction of the Paterson and Hudson River Railroad, the amount of money which has been appropriated to that purpose, and an estimate of the sum required for the completion of the Railroad.

In my first Annual Report to your Board, on the 1st of April last, the opportunity was embraced to lay before you a general summary of all the operations of the Engineer Department of the Company, from its first organization to that date; and, referring to the report alluded to, it will be seen—that, while at that time the location of the Railroad had been definitely established from the Company's Depot in the town of Paterson, to the western base of Wee-hanken, or Bergen Ridge, (which stretches along between the Hackensack and Hudson Rivers,) or to a point two miles distant from the then proposed termination of the Railroad at Hoboken Ferry—the manner of passing that ridge by the several modes suggested, (to wit, in the direction of Hoboken, either by means of a Tunnel, or Inclined Planes requiring stationary power, or in a more southwardly direction, so as to intersect the route of the then proposed Railroad from Newark to the Hudson,) remained undetermined; and the actual construction of the road was limited to the graduation and masonry on about half that portion which had been located—(or to the first eleven sections contiguous to Paterson, and extending seven miles and three-quarters to the marshes which lie between Berry's and Bergen Ridges)—and to the formation of an artificial foundation for the road-bed across those marshes.

The expectations which were then entertained have very generally been realized; although the graduation could not progress during the ast summer with all the rapidity which was desired and anticipated, in consequence of the then prevailing pestilence, which in a great degree dispersed the force which had been concentrated, and caused for a time the suspension of most of our operations.

tions, which extend from the Passaic River to to secure the foundations of the piers in the the Hackensack marshes, and include the passage of Berry's Ridge, is in rapid progress to the bed of the river; but it, perhaps, is hardly wards completion—as is also the formation of necessary to dwell upon this fact, r' ce in the the road-bed across those marshes; the con-alternative resorted to, the objection to the oristruction of the Viaducts over the Passaic and ginal plan was to be so readily obviated, with-Hackensack Rivers is successfully advancing; a satisfactory location has at length been estab-lished, and the formation of the road-bed been begun on the short remaining portion (1.1 miles) by which a junction is to be effected with the Railroad now being constructed from Newark towards Jersey City. In fine, the progress and condition of all parts of the work fully justify the expectation, which continues to be confidently entertained, that the actual use of your road will have been secured during the coming autumn, throughout its extent, from Paterson to its intersection with the Newark Railroadat which point it will probably be concluded to consist best with the interests of your Company, that the Paterson and Hudson River Railroad should unite with that of the New-Jersey Railroad and Transportation Company.

The location of your Road to the western base of Bergen Ridge having, however, been adapted as well to the alternative which has been embraced -to wit, its prolongation in the direction of Jersey City-as to the passage of that ridge in the direction of Hoboken, either by a Tunnel, or by Inclined Planes, the pro-posed junction with the New-Jersey Transpor-tation Company in no wise precludes the choice, which will be optional at a future day, to avail of the more perfect avenue to be afforded by a Tunnel, in the event of its construction.

Meanwhile, it may not be otherwise regarded than as highly advantageous to the interests of this Company, that, at but the small expenditure of \$17,000, a junction with the Newark Railroad is to be effected, and the passage of Bergen Ridge accomplished, agreeably to the present plan of the Newark Railroad Company, mounted, and neither the time nor cost of comon an inclination presenting but comparatively slight obstruction; and on which, as well as throughout the Paterson and Hudson River Railroad, Locomotive Engines may be employed with such advantage, that through their agency the entire distance, of say sixteen and a quarter miles, between Paterson and the Hudson River, may economically, as well as safely, be traversed, certainly, within the limited period of but a single hour.

Plan of the Road:-Referring the Board generally, for detailed descriptions of the mode of construction originally proposed, which will be found embodied under this head in the first Annual Report before alluded to, I have the satisfaction to state that, in accordance with the original plans, which with few exceptions have been rigidly adhered to, all parts of the work have, so far, been successfully executed.

The Road bed, which will be uniformly gra-

duated to a sufficient width for a double railway, has, as we have before stated, already been completed, with the addition of a single track of Rails, and occasional passing places, from Paterson to the Passaic River; and in the condition of this portion of the Road, (the foundations of Railway having been subjected to the unusual severity of the past winter,) we have ample assurance, not only of the efficacy of the system which has been pursued, but of the faithful manner in which the contracts have been executed.

The Culverts and Bridges from Paterson to the Marshes, as well as the abutments of the Passaic Viaduct, have all been built of substanset summer with all the rapidity which was tensive Vinducts over the Passaic and Hackensack Bridge, the length of which is 1700 feet, it may be further stated, that at this time it has been entired and anticipated, in consequence of the sack Rivers, and Berry's Creek, (which alone include an aggregate length of 2152 feet,) is progressing in all respects agreeably to the plans described in the Annual Report, with the exception of the Bridge and caused for a time the suspension of the substitution which it proved from the footing for 600 feet of the trusspential framing is now in readiness, or 1000 feet of the Bridge could be completed in a formight, and that all the Piles frames is now in readiness, or 1000 feet of the Bridge could be completed in a formight, and that all the Piles frames is now in readiness, or 1000 feet of the Bridge could be completed in a formight, and that all the Piles frames is now in readiness, or 1000 feet of the Bridge could be completed in a formight, and that all the Piles frames is now in readiness.

about the same cost of transportation as would with the laying of a single track of rails from of the stone piers, on which it had been intendbe incurred for the same distance on a level railroad by animal power, showing the superior economy, in situations where it is available, of me
with a same cost of transportation as would with the laying of a single track of rails from of the stone piers, on which it had been intended to sustain the Passaic Viaduct. This substitution resulted from the difficulty and expense which would have attended the retempted to sustain the pense which would have attended the retempted to sustain the pense which would have attended the retempted to sustain the pense which would have attended the retempted to sustain the pense which would have attended the retempted to sustain the pense which would have attended the retempted to sustain the pense which would have attended the retempted to sustain the Passaic Viaduct. quicksands, which it was discovered composed out in any wise impairing the efficacy of the structure.

> The framing of these Bridges, the Board is apprised, is agreeably to the plan devised by Colonel Long, of the U.S. Topographical Engineers, and denominated in his specification of the same, the Jackson Bridge; and, as was stated by me, on its adoption by your Board, I continue to regard it, on a comparison with other descriptions of wooden bridges, to be scarce equalled in its combined qualities of

strength, simplicity and economy.

The completion of these bridges, before the close of the past year, was not to be effected, in consequence of the interruption which ensued in the delivery of materials, during the prevalence of the cholera; but their construction is rapidly advancing, and they will certainly have been entirely completed by the time the road-bed between the Passaic and Hackensack Rivers shall have been graduated, or by the coming autumn, by which time, as has been stated, all parts of the P. and H. R. Railroad will have been completed.*

The peculiar formation of Berry's Ridge, the passage to which, on the desired inclina-tion, involves a long and deep excavation, has presented difficulties which could not well have been foreseen. Quickeands of the most unfavorable character were to be encountered, the removal of which has unavoidably enhanced the cost of graduating the 10th and 11th sections; but the present condition of pleting these sections remain longer doubtful.

The mode of construction, as explained to the Board on former occasions, for the support of the Road-bed across the Hackensack marshes, I have the satisfaction to state, there is every reason to suppose will prove to be entirely effectual. A permanent and stable found-ation for the embankment will have been secured by means of the Grillages, consisting of cedar trees, or hemlock plank, and on the extensive portion throughout which this system was to be resorted to, an artificial support of the Road-bed has thus been obtained. whole of the embankment between the Hackensack river and Bergen Ridge has been completed; and the remainder, which lies between Berry's Ridge and the Hackensack River, is so rapidly progressing, that the completion of every part of the road-bed will certainly have been eflected at an early period of the ensuing summer.

Having thus summarily stated the progress which has been made in the construction of the Railroad, I now submit the following state-ment, which has been prepared by Lieuten-ant Whistler, who has co-operated with me in all the duties of your Engineer, and on whom, assisted by Lieutenant Canfield, has generally devolved during the past year the more immediate direction and superintendence of all the exhibiting the amount of money operationswhich has been expended, and the objects to which it has been appropriated, with an estimate of the sum required to complete the Paterson and Hudson River Railroad, to its junction with the Newark Railroad.



STATEMENT of Money expended on account of the Paterson and Hudson River Railroad, with an sulting from a delay in their completion will be estimate of the amount required to complete the same, to its junction with the Newark Railroad.

The unexampled flood of February last occa-January 1st, 1833.

	ON WHAT ACCOUNT.		d.	Required.		Total.	
Sections 1 to 9 inclusive, ex- tending from the depot in Paterson to the Passaic	Maganey	\$29,933 6,331		500 (130,433 6,331	49 19
Viaduct, being 5.37 miles. Sections 10 and 11.	materials and workmanship,	27,267	14	18,951 4	19	30,635 46,218 2,778	63
Hackensack marshes; or from section No. 11, to Bergen ridge.	foundations for the embankment,	24,542 21,035 4,216	82 33 15	20,378 (8,563 8	35	24,542 41,413 12,780	82 33 00
Viaducts.	Hackenaack, Berry's Creek, Minor Creeks,	1,728	84	13,246 5 3,450 8 2,500 0	34	29,860 5,179 2,500	68
From Passaic river to Bergen ridge.	Single track of railway, with turn-outs and pass- ing places, including workmanship and mate- rials,		3 9	26,925)5	38,650	34
Junction branch, on from the marshes to the New- ark Railroad.	Excavation, embankment, masonry, and single track of railway, all expenses being included,			•			- 1
Town of Paterson.	Depot house, car house, and stables, Land for depot, lot 500 by 300 feet, Passenger and burthen, with lumber and iron for	5,250	38 00	• • • • • • • • •		8,117 5,250	
Cars and moving power.	Construction of do	5,297	83		-	•	
Land for roadway,	hand, say,	8.395				1,602	50
marshes,	rchase of instrumants, cost of surveys, &c.,on, salaries of officers, office rent and furniture,	2,199 2,689 12,404	75		DΟ		75
&c. &c.,		5,488	_	2,000	-1		

It would appear, then, that there may be re-ino wise unfavorably, whether it shall be conquired for the purposes specified, the sum of trasted with that of several works, or viewed \$361,319 83, which exceeds the amount of the with reference to the amount of trade which, paid by the stockholders, in the sum of \$111,818 lieve, will yield an adequate return on the capital \$3, a portion of which should be provided to be lieve, will yield an adequate return on the capital since the lieve, will yield an adequate return on the capital lieve, will yield an adequate lieve, will yield an adequate lieve, will yield an adequate lieve, will yield an adequate lieve, will yield an adequate lieve, will yield an adequate lieve, will yield an adequate lieve, will y capital of the company already subscribed and there would seem to be sufficient reason to beexhausted; and to meet existing contracts and contemplated expenditures, arrangements should be made for the payment of the remainder, by instalments during the coming spring and sum-

Negotiations now pending between this company and the Newark Railroad Company will determine the cost to either of the extension of the railroad, from the junction of the two roads on Bergen ridge to Jersey City; and as the board will have been apprised of the result thro' another medium, an estimate can then be formed of the additional sum which must be appropriated to this object.

The difference between the total cost of construction, as deduced from the foregoing state-ment, and that anticipated in my original estimate, as exhibited in the last annual report to prepared and delivered, and part of the stone for your board, will be seen to amount (as per the companying statement, marked A, wherein expected that the whole amount of materials for the items in each estimate are compared, and the cause difference, where any exists, explained -) to the sum of \$41,037 86; but I would remark, that the difficulties which have been alluded to, from the unexpected occurrence of count. quicksands, in the passage of Berry's ridge, alone enhanced the cause of graduation, on the 10th to connect the canals with the Ohio, are required and 11th sections, \$16,561 46; and that, to be laid five feet below the surface of the river maintain an elevation of the road-bed across the marshes, secured from inundation, it has been found necessary to increase the quantity of embankment, to an extent which, in itself, involved an expenditure beyond that which it was at first hoped might be adequate, of \$18,824 83.
While, however, as we think will be conceded,

if, from the novel and various character of the work, an estimate of its cost must, in the absence and completed during the ensuing season. If of experiment, be quite conjectural, the present condition of the work, with a careful consideration of the work of tion of all the circumstances attendant on its past and future progress, enables us now to present an estimate, which we have no hesitation in assuring you is fully adequate to the completion of this railroad; and its successful execution within the water in the adjacent river.

If it be recollected that these lower locks will large proportion of these destined to various parts of the Ohio valley below Portsmouth, are in this amount will exhibit its eventual cost, in

gentlemen, your ob't serv't,

Wm. Gibbs M'Neill

Capt. T. Eng. & Eng. of the Comp'y.

Report of the Board of Canal Commissioners to the Honorable General Assembly of the State of Ohio.

The board of canal commissioners, in presenting their present report, have the pleasure of stating, that the important works committed to their charge by the act of February 4, 1825, "to provide for the internal improvement of the State of Ohio by navigable canals," are now finished, with the exception of the lower lock at Portsmouth, the southern termination of the Ohio Canal, and the locks by which the Miami Canal is to be connected with the Ohio river at Cincinnati.

The cut stone for the lock at Portsmouth are the locks at the latter place will be delivered as soon as the proper season for laying stone shall have arrived, or soon after, so that the prosecution of the work will not be delayed on that uc-

As the foundation of the lower locks which are at its lowest stage, the work on these foundations can only be prosecuted advantageously at times of very low water. In some seasons, this state of things does not occur. We cannot therefore with the serious difficulties attending the excavation of pits in porous earth far below the level of As most of the merchandize purch

sioned some damage to the Ohio canal, and the dams and feeders on which it depends for its supply of water. As the repairs were so ultimately blended with additional works considered necessary to guard against the effects of similar occurrences in future, the precise amount of damage cannot be stated. Such a statement would gratify the curiosity of the inquirer, but it is not perceived that it would subserve any valuable purpose. It is however believed that the total amount of damage sustained from the flood on the whole length of the Ohio canal does not vary materially from seventeen thousand dollars.

The repairing of these injuries did not materially retard the opening of navigation in the spring; and since its commencement, it has been subject to few and trifling interruptions from breaches.

The annual occurrence of a sudden and considerable flood in the Scioto in August last occasioned a brench in the feeder dam across that river below Chilicothe; and an unavoidable delay in filling the new division of the canal extending from thence to the Ohio, then ready to receive the water, was the consequence. The most efficient means were however adopted to repair the injury, and the canal was filled so that boats passed to the Ohio on the 15th day of October last. The gross amount of tolls collected

on the Ohio canal during the year \$ 79,982 48 ending November 30, 1832, is On Miami canal during same period, 36.841 47

\$116.823 95 Total. During the year ending December 31, 1832, the gross amount collect-ed for tolls and water rents on the

82,867 40 Ohio canal, is On the Miami canal, \$40,926 81

Making the gross sum collected from the canals during the year, -

\$123,794 21 Navigation on both canals was suddenly closed by the unusual severity of the frost in the latter part of November, 1831, which materially dimi-nished the transportation and tolls for that month, and entirely prevented navigation during the succeeding December. This circumstance will account for the great deficiency in the a-mount collected within the year ending November 30, compared with the revenue of the whole year as above stated.

The greater amount of the staple productions of our soil in one year than in another-the variation in the price of these productions, at different times, in the markets to which they are sent for sale, as well as the greater or less activity in commerce, are circumstances which separately or collectively operate to affect the amount of revenue collected on the canals in any given year. We cannot therefore anticipate an equal increase of transportation and tolls, though there may be a constant advance each successive year

compared with the preceding.

The extensive prevalence of any alarming epidemic will also operate to produce a serious depression of business, or its prevalence in one commercial city to a greater extent than in others, may drive commerce from the one to the others, and thus operate to diminish the transportation on one thoroughfare, while it is increased on others.

Thus a general stagnation in commercial business was produced to a greater or less extent in predict with certainty the time when these locks almost all parts of our country during a large will be finished. Should the Ohio subside to its portion of the past season, by the prevalence of lowest stage, or near to that point, and so remain the cholera; while its more early appearance and

and the Ohio canal, and most of the surplus pro-||particularly of the Ohio canal, is of much larger||payment of the following July interest, and that in New-York or Canada, passes through the Onio canal to the Lake-while merchandize purchased in Philadelphia and Baltimore for the same region pursues other routes, it is evident that the state of things to which we have alluded has operated to diminish materially the amount of transportation and revenue on the Ohio canal.

The prevalence of the same disease in the city of Cincinnati nearly suspended business on the Miami canal during the month of October, which, in ordinary seasons, is one of the best months for

transportation in the year.

It is impossible to estimate with accuracy the amount of reduction attributable to this cause. We shall however be within bounds if we say that the prevalence of the cholera has diminished the revenue of our canals for the past year twenty thousand dollars. Notwithstanding these occa-sional fluctuations, the constant and rapid increase of transportation to and from places to which canal navigation has for several years been extended, gives strong assurances that both the business and income of the canals will continue to increase as the resources of our fertile, and, as yet, comparatively new country are developed. The confidence which previous to the commence. ment of the work we lelt in the benefits which would result from the canals to the commercial and agricultural interests of the State, and their productiveness as sources of revenue, so far from being diminished, is confirmed by the experience we have already had.

The total amount of payments on contracts, including sums paid to su-perintendents of repairs during the year ending November 30th, 1832, is on the Ohio canal,

\$310,404 68 On the Miami canal, 52,085 95

Total disbursements for work on the canals. **\$**362,490 53 For wages, subsistence, and incidental expenses of engineers, assistants, and others, engaged in superintending work on the canals, including wages of acting commissioner, \$18,178 58 For expenses of the board of canal commissioners, other than acting com-missioner, including salary of clerk, 667 68 For damages awarded to individuals on account of injuries sustained from the canals. \$,988 80 For purchase of real estate for the accommodation of water power on the Miami canal, **300 00**

Making the total disbursements on ac-**\$385,625** 59 account of the canals, (including surveys ordered by the General Assembly connected with the canals,) to November 30, 1831, as stated in the last annual report of the board. 4.778.093 65

Making the total disbursements of the board to December 1, 1832, \$5,

\$5,163,725 24 The aggregate length of the navigable canals, constructed and owned by the State within her constructed and owned by the State within her per cent. per annum on all moneys placed in limits, is four hundred miles; comprising 184 their hands when the same shall exceed five

The main trunks of the Ohio and Miami ca-nals have each a minimum breadth of 40 feet at tained in this exhibit, your commissioners would The main trunks of the Ohio and Miami ca-

duce of the same country which seeks a market dimensions, having a breadth at the water line varying from 60 to 150 feet, and a depth of from 5 to 12 feet. In many places it even exceeds, for considerable distances, these dimensions, both in breadth and depth. It has been a standing rule in the construction of the canals, to increase their dimensions beyond the minimum, in all places where it could be done without materially enhancing the cost.

> Report of the Commissioners of the Canal Fund, February 7th, 1833, to the Honorable the General Assembly of Ohio.

> The commissioners of the canal fund, in accordance with the requisitions of the law defining their duties, beg leave to submit the following statement relative to the fund placed under their charge, together with a relation of some facts

incidental thereto.

When the commissioners made their last annual communication to the General Assembly, from the state of forwardness to which the construction of our canals had then advanced, and the considerable unexpended balance then on hand, they had strong reasons to believe that said balance on hand, together with the resources of the State by taxation, &c., would be more than sufficient to meet the expenditures on the canals and pay the interest on loans for the past vear; but, in this hope, they found themselves to inform the Legislature, that the term of sermistaken; and to avail themselves of the necessary funds, they were obliged to go to the stock 4th of February next. market in New-York in the month of October last, at which place they disposed of to Messrs. Prime, Ward, King & Co. an additional hundred thousand dollars of six per cent. stock, at the rate of 124 dollars money for each one hundred dollars of stock, producing a premium on the amount of twenty-four thousand dollars, making the whole amount to be received one hundred and twenty-four thousand dollars, for which they have authorized their agent in New-York to issue stock certificates on or before the 31st day of December last, redremable at the pleasure of the State after. 1850. This sum, connected with the previous loans made, swell the foreign debt due by the State to four million five hundred thousand dollars; four millions one hundred thousand dollars of which is bearing an interest of six per cent., and four hundred thousand dollars an interest of five per cent., making the whole amount of foreign interest to be provided for and paid in New-York, two hundred and sixty-six thousand dollars per annuin, in semi-annual payments of one hundred and thirty-three thousand Interest paid to stockholders in Newdollars each.

Your commissioners would fondly cherish a hope that no further foans will be necessary to com-plete the canal improvements of the State, at the same time they feel justified in saying that the credit of our State in the money market seems not to have in the least diminished, but on 23,135 06 the contrary to have advanced in an equal ratio

with her vast improvements.

By the necessary withdrawal of the whole amount of our deposites kept in New-York, an early arrangement between this board and the Manhattan Company, for the transacting of all business there pertaining to the fund, was so materially interfered with as to require immediate provisions on the subject. Your commissioners, therefore, during their last visit to New-York, entered into a contract with the Manhattan Company, by which said company agrees in future to keep the transfer books, pay the interest semi-annually, as it falls due, and transact all other business incident to the fund there, and to pay an interest to this board at the rate of three lift locks, overcoming a total amount of ascent thousand dollars; for which your commissioners and descent of 1,547 feet, 9 guard locks, 22 have agreed to pay said company two thousand adulates, 242 culverts, 182 of which are of stone masonry, and 60 of wood, 9 dams for crossing streams, and 12 feeder dams.

The main trunks of the Ohio and Microsite

the water line, and 26 feet at bottom, with four state, that at the commencement of the past feet depth of water. A large proportion of both, year, they found it necessary to provide for the

there was a considerable amount of paper in the treasury which had been issued by the local banks of the State, and that it was necessary to convert it into funds for New-York; and after ascertaining the amount of paper held by the treasurer on each bank, they issued a circular containing proposals to the several banks, granting each the opportunity of redeeming the amount held on them, by drafts at sight on New-York, allowing for the same a premium of one half of one per cent., to which arrangement a number of the banks acceded.

Beyond the amount thus obtained, the sum of thirty-eight thousand five hundred dollars were required at New-York, which sum was furnished to your board there by the Lancaster (Ohio)

Bank, without charge or premium.

It is with feelings of deep regret that we have cause to state to the General Assembly, that a vacancy has occurred in this board during the past summer, occasioned by the death of our late worthy and efficient colleague, Ebenezer Buckingham, Esq., whose unimpeachable integrity and honorable principles, combined with a business character, rendered him, in every respect, worthy of public confidence, and the loss of whom to this board, and to the State, must be

very sensibly felt.
Your commissioners deem it proper here also vice of one of their number will expire on the

The following statement exhibits an unexpended balance in the hands of the Manhattan Company, of one hundred and thirty-one thousand three hundred and four dollars and fortyeight cents, a fraction rising one hundred and thirty thousand dollars of which has been required to pay the interest due to stockholders in New-York on the first of the present month; the payment of which as yet we have no evidence, and it cannot consistently appear in this exhibit.

Statement of the Canal Fund, Dec. 25, 1883.

Balance on hand as per report, De-

cember 13, 1831, **8**242,913 12 Received from the Auditor of State, 434,148 50 Received loan of 1832, and premium, 124,000 00 Received interest on deposites in

Manhattan Company, 1831,

Total amount of receipts, \$806,187 86 Disbursements.

York, January and July, 1832, Expenses, paid Simon Per-**\$2**60,000 00 kins his account, **\$5**94 16 S. F. Maccracken, 404 90 E. Buckingham. 462 89

S. Sturges, clerk hire, 1831 and 1832, 200 00 Do. sundry expenses, Manhattan Co. do. -112 87

27 00 1,691 82 Premium paid on drafts for 155 00

\$31,000, at half per cent., ayments made through the Lancaster (Ohio) Bank, for expenditures on canals, viz.-

ontracts. 8374,716 32 Contingencies, 28,094 22 3,913 80 Expenses of canal board, 605 18

407,329 52 Balance remaining on hand, 137,011 52

\$806,187 86

Deposited as follows Manhattan Company, New-York, \$131,304 48 Lancaster (Ohio) Bank, 3,607 63 Western Reserve Bank, 1,756 17 S. F. Maccracken, 205 10 Simon Perkins, 138 14

\$137,011 52

SIMON PERKINS. Sam. F. Maccracken.

Columbus, Jan. 7, 1853.



From the Mechanics' Magazine and Register of Invention and Improvements.

In offering to the notice of the public the first number of the "MECHANICS' MAGA-ZINE, AND REGISTER OF INVENTIONS AND IM-

be without it.

We look with confidence to the artisan for that patronage which it shall be our constant aim to merit. Our Magazine will consist of a digested selection of the best articles from numerous scientific and literary works published in Europe, accompanied by graphic illustra-tions on wood, many of which are almost un-known in this country. Its pages will always be open for the communications of the intelligent of all classes, but to the practical artisan we trust we shall be indebted for many useful accounts of their experiments, inventions, and discoveries; and we most earnestly solicit their friendly aid and correspondence. It shall be our constant endeavor to be useful, but where we can blend information with amusement. our constant sincavor to distinguish we can blend information with amusement, we shall not fail to embrace the opportunity. We shall not fail to embrace the opportunity. are convinced that science can be conveyed in an interesting and amusing form, to a much greater extent than has yet been attempted in of science to the more liberal professions is self-this country; and our readers, we are sure, will evident; little less manifest is the use to their concur in that opinion after they have perused with attention the following eloquent remarks from the pen of Henry Brougham, Lord High Chancellor of England, on the "Pleasures and Advantages of Science." These remarks are se congenial with our own feelings, and so well describe the principles upon which it is our wish and intention to be guided in conducting this journal, that we insert them with much pleasure convinced that they will form a far better introductory notice to our readers, than any arguments that we could possibly advance.

On the Pleasures and Advantages of Sci ENCE.—Man is composed of two parts, body and mind, connected indeed together, but wholly different from one another. The nature of the different from one another. union—the part of our outward and visible frame in which it is peculiarly formed—or whether the soul be indeed connected or not with any particular portion of the body, so as to reside there—are points as yet wholly hid from our knowledge, and which are likely to remain forever concealed. But this we know, as certainly as we can know any truth, that there is such a thing as the Mind; and that we have at the least as good proof of its existence, independent of the Body, as we have of the existence of the Body itself. Each has its uses, and each has its peculiar gratifications. The bounty of Providence has given us outward senses to be employed, and has furnished the means of gratifying them in various kind, and in ample measure. As long as we only taste those pleasures according to the rules of prudence and of our duty, that is, in moderation for our own sakes, and in harmlessness towards our neighbors, we fulfil rather than thwart the purpose of our being. But the same bountiful Provider te has endowed us with the higher nature ale . -with understandings, as well as with -with faculties that are of a more exalted order, and admit of more refined enjoy. ments, than any to which the bodily frame can minister; and by pursuing such gratifications, rather than those of mere sense, we fulfil the most exalted ends of our creation, and obtain both a present and a future reward. These things are often said, but they are not therefore the less true, or the less worthy of deep attention. Let us mark their practical application to the occupations and enjoyments of all branches of society, beginning with those who form the great bulk of every community, the workevery community, the working classes, by what names soever their voca-tions may be called—professions, arts, trades, handleratts, or common labor:

depend upon his own exertions must needs be to provide for his daily wants. This is a high and important office; it deserves his utmost attention; it includes some of his most sacred du-ties, both to himself, his kindred, and his coun-EINE, AND REGISTER OF INVENTIONS AND IMPROVEMENTS," we feel that we are rendering a service to that important and intelligent part of the community, the Mechanics of the United States, by introducing to them a journal so cheap as to be within the reach of all,—and so useful, that we trust few will be satisfied to other pursuits must give way to this; the hours which he devotes to, learning must be after he has done his work; his independence, without which he is not fit to be called a man, requires first of all that he should have insured for himself, and those dependent on him, a comfortable subsistence, before he can have a right to taste any indulgence, either of his senses or of his

There is hardly any trade or occupation in which useful lessons may not be learnt by studying one science or another. The necessity inembers of extending their knowledge beyond the branches of study with which their several pursuits are peculiarly conversant. But the other departments of industry derive hardly less benefit from the same source. To how many kinds of workmen must a knowledge of Me-chanical Philosophy be useful! To how many others does Chemistry prove almost necessary Every one must with a glance perceive that to engineers, watch-makers, instrument-makers, bleachers, and dyers, those sciences are most useful, if not necessary. But carpenters and Mathematics teaches them, and how to estimate the strength of timber, of walls, and of arches, which they learn from Practical Mechanics and they who work in various metals are cer tain to be the more skilful in their trades for knowing the nature of those substances, and their relations to both heat and other metals, with. Nay, the farm-servant, or day-laborer, concerns of his own cottage, must derive great practical benefit—must be both a better servant, and a more thrifty, and therefore comfortable, cottager, for knowing something of the nature of soils and manures, which Chemistry teaches, and something of the habits of animals, and the qualities and growth of plants, which he learns from Natural History and Chemistry together. In truth, though a man be neither mechanic nor peasant, but only one having a pot to boil, he is sure to learn from science lessons which will enable him to cook his morsel better, save his fuel, and both vary his dish and improve it. The art of good and cheap cookery is intimately con-nected with the principles of chemical philoso-phy, and has received much, and will yet receive more, improvement from their application. Nor is it enough to say, that philosophers may discoverall that is wanted, and may invent practical methods, which it is sufficient for the working man to learn by rote, without knowing the principles. He never will work so well if he is ignorant of the principles,—and for a plain reason: if he only learn his lesson by rote, the least change of circumstances puts him out. Be the method ever so general, cases will always arise in which it must be varied in order at fault the moment he is required to make any and this applies to all classes, the ide as well as new applies to all classes, the ide as well as the industrious, if, indeed, it be not peculiarly at fault the moment he is required to make any use ... learning the principles of science: it ______ Edward Howard, brother of the Duke of Norfolk.

1. The first object of every man who has to || the particular kinds of work by which they are to earn their bread, and by which they are to make it go far, and taste well, when earned.

2. But another use of such knowledge to handicraftsmen is equally obvious: it gives every man a chance, according to his natural talents, of becoming an improver of the art he works at, and even a discoverer in the sciences connected with it. He is daily handling the tools and materials with which new experiments are to be made; and daily witnessing the operations of Nature, whether in the motions and pressures of bodies, or in their chemical actions on each other. All opportunities of making experiments must be unimproved, all appearances must pass unobserved, if he has no know-ledge of the principles; but with this know-ledge he is more likely than another person to strike out something new which may be useful in art, or curious or interesting in science. Very few great discoveries have been made by chance and by ignorant persons, much fewer than is generally supposed. It is commonly told of the steam-engme, that an idle boy being employed to stop and open a valve, saw that he could save himself the trouble of attending and watching it, by fixing a plug upon a part of the machine which came to the place at the proper times, in consequence of the general movement.
This is possible, no doubt, though nothing very certain is known respecting the origin of the story; but improvements of any value are very seldom indeed so easily found out, and hardly another instance can be named of important discoveries so purely accidental. They are ge-nerally made by persons of competent know-ledge, and who are in search of them. The improvements of the steam-engine by Watt resulted from the most learned investigation of mathematical, mechanical, and chemical truths. Arkwright devoted many years, five at the least, to his invention of spinning-jennies, and he was a man perfectly conversant in every thing that relates to the construction of machinery: he had minutely examined it, and knew the effects masons are surely likely to do their work better of each part, though he had not received any for knowing how to measure, which Practical thing like a scientific education. If he had, we should in all probability have been indebted to him for scientific discoveries, as well as practical improvements. The most beautiful and useful invention of late times, the safety-lamp, was the reward of a series of philosophical ex-periments made by one thoroughly skilled in every branch of chemical science. The new and to the airs and liquids they come in contact process of refining sugar, by which more money has been made in a shorter time, and with whether in his master's employ, or tending the less risk and trouble, than was ever perhaps gained from an invention, was discovered by a most accomplished chemist,* and was the fruit of a long course of experiments, in the progress of which, known philosophical principles were constantly applied, and one or two new princi-ples ascertained. But in so far as chance has any thing to do with discovery, surely it is worth the while of those who are constantly working in particular employments to obtain the knowledge required, because their chances are greater than other people's of so applying that knowledge as to hit upon new and useful ideas; they are always in the way of perceiving what is wanting, or what is amiss in the old methods; and they have a better chance of making the improvements. In a word, to use a common expression, they are in the way of good luck; and if they possess the requisite information, they can take advantage of it when it comes to them. This, then, is the second great use of learning the sciences: it enables men to make improvements in the arts, and discoveries in philosophy, which may directly benefit themselves and mankind.

3. Now, these are the practical advantages of learning; but the third benefit is, when rightly considered, just as practical as the other twoto apply; and if the workman only knows the the pleasure derived from mere knowledge, rule without knowing the reason, he must be without any view to our own bodily enjoyments;

blessing of having time at their command. Every man is by nature endowed with the power of gaining knowledge; and the taste for it, the capacity to be pleased with it, forms equally a part of the natural constitution of his mind. It is his own fault, or the fault of his education, if he derives no gratification from it. There is a satisfaction in knowing what others knownot being more ignorant than those we live with: there is a satisfaction in knowing what others do not know-in being more informed than they are. But this is quite independent of the pure pleasure of knowledge—of gratifying a curiosity implanted in us by Providence, to lead us towards the better understanding of the universe in which our lot is cast, and the nature wherewithal we are clothed. That every man is capable of being delighted with extending his information upon matters of science, will be evident from a few plain considerations.

Reflect how many parts of the reading, even of persons ignorant of all sciences, refer to matters wholly unconnected with any interest or advantage to be derived from the knowledge acquired. Every one is amused with reading a story; a romance may divert some, and a fairy tale may entertain others; but no benefit beyond the amusement is derived from this source; the imagination is gratified; and we willingly spend a good deal of time and a little money in this gratification, rather than in resting after fatigue, or in any other bodily indul-So we read a newspaper, without any view to the advantage we are to gain from learning the news, but because it interests and amues us to know what is passing. One object, no doubt, is to become acquainted with matters relating to the welfare of the country; but we also read the occurrences which do little or not at all regard the public interests, and we take a pleasure in reading them. Accidents, adventures, anecdotes, crimes, and a variety of other things, amuse us, independent of the informa tion respecting public affairs, in which we feel interested as citizens of the state, or as members of a particular body. It is of little impor-tance to inquire how and why these things excite our attention, and wherefore the reading about them is a pleasure: the fact is certain; and it proves clearly that there is a positive enjoyment in knowing what we did not know before; and this pleasure is greatly increased when the information is such as excites our surprise, wonder, or admiration. Most persons who take delight in reading tales of ghosts, which they know to be false, and feel all the while to be silly in the extreme, are merely gratified, or rather occupied, with the strong emotions of horror excited by the momentary belief, for it can only last an instant. Such reading is a degrading waste of precious time, and has even a bad effect upon the feelings and the judgment.* But true stories of horrid crimes, as murders, and pitiable misfortunes, as shipwrecks, are not much more instructive. It may be better to read these than to sit yawning and idle-much better than to sit drinking or gaming, which, when carried to the least excess, are crimes in themselves, and the fruitful parents of many more. But this is nearly as much as can be said for such vain and unprofitable reading. If it be a pleasure to gratify curiosity, to know what we were ignorant of, to have our feelings of wonder called forth, how nave our feelings of wonder called forth, how pure a delight of this very kind does Natural Science hold out to its students! Recollect some of the extraordinary discoveries of Me-chanical Philosophy. How wonderful are the laws that regulate the motions of fluids! Is there any thing in all the idle books of tales and horrors more truly astonishing than the fact,

applicable to those who enjoy the inestimable that a few pounds of water may, by mere pres- forms acids, and enables plants and animals to sure, without any machineryplaced in a particular way—produce an irresisti-ble force? What can be more strange, than that an ounce weight should balance hundreds of pounds, by the intervention of a few bars of thin iron? Observe the extraordinary truths which Optical Science discloses. Can any thing surprise us more, than to find that the color of white is a mixture of all others-that red, and blue, and green, and all the rest, mere-ly by being blended in certain proportions, form what we had fancied rather to be no color at all, than all colors together? Chemistry is not behind in its wonders. That the diamond should be made of the same material with coal; that water should be chiefly composed of an inflammable substance; that acids should be, for the most part, formed of different kinds of air, and that one of those acids, whose strength can dissolve almost any of the metals, should consist of the self-same ingredients with the common air we breathe; that salts should be of a metalic nature, and composed, in great part, of metals, fluid like quicksilver, but lighter than water, and which, without any heating, take fire upon being exposed to the air, and by burning from the substance so abounding in saltpetre and in the ashes of burnt wood :-these, surely, are things to excite the wonder of any reflecting mind—nay, of any one but little accustomed to reflect. And yet these are trifling when compared to the prodigies which Astronomy opens to our view: the enormous masses of the heavenly bodies; their immense distances; their countless numbers; and their motions, whose swiftness mocks the uttermost efforts of the imagination.

Akin to this pleasure of contemplating new extraordinary truths, is the gratification of a more learned curiosity, by tracing resemblances and relations between things which, to common apprehension, seem widely different. Mathematical science, to thinking minds, affords this pleasure in a high degree. It is agreeable to know that the three angles of every triangle, whatever be its size, howsoever its sides may be inclined to each other, are always, of neces sity, when taken together, the same in amount: that any regular kind of figure whatever, upon the one side of a right-angled triangle, is equal to the two figures of the same kind upon the two other sides, whatever be the size of the two other sides, whatever be the size of the triangle; that the properties of an oval curve are extremely similar to those of a curve, which appears the least like it of any, consisting of two branches of infinite extent, with their backs turned to each other. To trace such unexpect ed resemblance is, indeed, the object of all philosophy; and experimental science, in particular, is occupied with such investigations, giving us general views, and enabling us to explain the appearances of nature—that is, to show how one appearance is connected with another. But we are now considering only the gratifica-

tion derived from learning these things.

It is surely a satisfaction, for instance, to know that the same thing, or motion, or what-ever it is, which causes the sensation of heat, causes also fluidity, and expands bodies in all directions; that electricity, the light which is seen on the back of a cat when slightly rubbed on a frosty evening, is the very same matter with the lightning of the clouds; that plants breathe like ourselves, but differently by day and by night; that the air which burns in our the processes of burning and of breathing—the rust of metals and burning—an acid and rustthe influence of a plant on the air it grows in by night, and of an animal on the same air at any time, nay, and of a body burning in that air;

breathe; that these operations, so unlike to common eyes, when examined by the light of science, are the same—the rusting of metals the formation of acids—the burning of inflammable bodies—the breathing of animals—and the growth of plants by night. To know this is a positive gratification. Is it not pleasing to find the same substance in various situations extremely unlike each other; to meet with fixed air as the produce of burning, of breathing, and of vegetation; to find that it is the choke-damp of mines, the bad air in the grotto at Naples, the cause of death in neglecting brewers' vats, and of the brisk and acid flavor of Seltzer and other mineral springs? Nothing can be less like than the working of a vast steam-engine, of the old construction, and the crawling of a fly upon the window. Yet we find these two operations are performed by the same means, the weight of the atmosphere, and that a sea-horse climbs the ice-hills by no other power. Can any thing be more strange to contemplate? Is there in all the fairy tales that ever were fancied any thing more calculated to arrest the attention and to occupy and to gratify the mind, than this most unexpected resemblance between things so unlike to the eyes of ordinary beholders? What more pleasing occupation than to see uncovered and bared before our eyes the very instrument and the pro-cess by which Nature works? Then we raise our views to the structure of the heavens; and are again gratified with tracing accurate but most unexpected resemblances. Is it not in the most unexpected resemblances. highest degree interesting to find, that the power which keeps this earth in its shape, and in its path, wheeling upon its axis round the sun, ex-tends over all the other worlds that compose the universe, and gives to each its proper place and motion; that this same power keeps the moon in her path round our earth, and our earth in its path round the sun, and each planet in its path; that the same power causes the tides upon our globe, and the peculiar form of the globe itself; and that, after all, it is the same power which makes a stone fall to the ground? To learn these things, and to reflect upon them, occupies the faculties, fills the mind, and produces certain as well as pure gratification.

But if the knowledge of the doctrines unfold-

ed by science is pleasing, so is the being able to trace the steps by which those doctrines are investigated, and their truth demonstrated: indeed you cannot be said, in any sense of the word, to have learnt them, or to know them, if you have not so studied them as to perceive how they are proved. Without this you never can expect to remember them long, or to understand them accurately; and that would of itself be reason enough for examining closely the grounds they rest on. But there is the highest gratification of all, in being able to see distinctly those grounds, so as to be satisfied that a belief in the doctrines is well founded. Hence to follow a demonstration of a grand mathematical truth—to perceive how clearly and how inevitably one step succeeds another, and how the whole steps lead to the conclusion -to observe how certainly and unerringly the reasoning goes on from things perfectly self-evident, and by the smallest addition at each step, every one being as easily taken after the one before as the first step of all was, and yet the result being something not only far from self-evident, but so general and strange, that lamps enables a balloon to mount, and causes you can hardly believe it to be true, and are the globules of the dust of plants to rise, float through the air, and continue their race—in a word, is the immediate cause of vegetation. Nothing can at first view appear less like, or affords the highest delight. The contemplation less likely to be caused by the same thing, than of experimental inquiries, and the examination of reasoning founded upon the facts which our experiments and observations disclose, is another fruitful source of enjoyment, and no other means can be devised for either imprinting the results upon our memory, or enabling and yet all these are the same operation. It is us really to enjoy the whole pleasures of an undeniable fact, that the very same thing science. They who found the study of some which makes the fire burn, makes metals rust, branches dry and tedious at the first, have gen-

^{*}Childrens' Books have at all times been made upon the pernicious plan of exciting wonder, generally horror, at whatever risk. The folly and misery occasioned by this error, it would be difficult to estimate. The time may come when it will be felt and understood. At present, the investesse habits of parents and nurses prevent children from benefitting by the excellent lessons of Mrs. Barbauld and Miss Edgeworth.

went on; each difficulty overcome gives an additional relish to the pursuit, and makes us feel, fellowship with those loftier minds, we discoas it were, that we have by our work and labor established a right of property in the subject. Let any man pass an evening in vacant idleness, or even in reading some silly tale, and compare the state of his mind when he goes to sleep or gets up next morning with its state some other day, when he has passed a few hours in going through the proofs, by facts and reasoning, of some of the great doctrines in Natural Science, learning truths wholly new to him, and satisfying himself by careful examination of the grounds on which known truths rest, so as to be not only acquainted with the doctrines themselves, but able to show why he believes them, and to prove before others that they are true he will find as great a difference as can exist in the same being—the difference between looking back upon time unprofitably wasted, and time spent in self-improvement; he will feel himself in the one case listless and dissatisfied, in the other comfortable and happy: in the one caset if he do not appear to himself humbled, at leas, he will not have earned any claim to his own respect,—in the other case, he will enjoy a proud consciousness of having, by his own exertions, become a wiser and therefore a more exalted creature.

To pass our time in the study of the sci ences, in learning what others have discovered, and in extending the bounds of human knowledge, has in all ages been reckoned the most dignified and happy of human occupations; the name of Philosopher, or Lover of Wisdom, is given to those who lead such a life. But it is by no means necessary that a man should do nothing else than study known truths, and explore new, in order to carn this high title. Some of the greatest philosophers in all ages have been engaged in the pursuits of active life; and an assiduous devotior, of the bulk of our time to the work which our condition requires, is an important duty, and indicates the possession of practical wisdom. This, how ver, does by no means hinder us from applying the rest of our time, besides what nature requires for meals and rest, to the study of science; and he who, in whatever station his lot may be cast, works his day's work and improves his mind in the evening, as well as he who, placed above such necessity, prefers the refined and elevating pleasures of knowledge to the low gratification of the senses, richly deserves the name of a true philosopher.

One of the most delightful treats which sci ence affords us is the knowledge of the extraor-dinary powers with which the human mind is endowed. No man, until he has studied philo-sophy, can have a just idea of the great things for which Providence has fitted his understanding-the extraordinary disproportion which there is ! etween his natural strength and tho powers of his mind, and the force he derives from them. When we survey the marvellous truths of Astronomy, we are first of all lost in the feeling of immense space, and of the com-parative insignificance of this globe and its in-and Ohio Canal Company will not be liable to habitants. But there soon arises a sense of forfeiture, in case one hundred miles of the cagratification and of new wonder at perceiving nal be not completed, as the charter provides how so insignificant a creature has been able within the term of five years from its comto reach such a knowledge of the unbounded mencement; but that that company is entitled system of the universe—to penetrate, as it to an allowance for the completion of the same, were, through all space, and become familiar of so much time, from the expiration of the with the laws of nature at distances so enormous as baffle our imagination—to be able to say, not merely that the Sun has 329,630 times the quantity of matter which our globe has, Jupiter 308, and Saturn 931 times; but that a pound of lead weighs at the Sun, 22 lbs. 15 ozs. 16 dwts. 8 grs. and $\frac{2}{4}$ of a grain! at Jupiter, 2 lbs. 1 oz. 19 dwts. 1 gr. $\frac{2}{6}\frac{1}{3}$! and at Saturn, 1 lb. 3 ozs. 8 dwts. 20 grs. 17 part of a grain! And what is far more wonderful, to disgover the laws by which the whole of this vast system is held together and maintained through countless ages in perfect security and order. It is surely no mean reward of our labor to become acquainted with the prodigious genius of those

erally become more and more interested as they || who have almost exalted the nature of man ||ny, arrived at Annapolis on the 17th of Februabove its destined sphere: when admitted to a ary, and made application to be heard at the ver how it comes to pass that, by universal consent, they hold a station apart, rising over all the great teachers of mankind, and spoken of reverently, as if NEWTON and LAPLACE were not the names of mortal men.

The highest of all our gratifications in the contemplations of science remains: we are raised by them to an understanding of the in-finite wisdom and goodness which the Creator has displayed in his works. Not a step can we take in any direction without perceiving the most extraordinary traces of design; and the skill every where conspicuous is calculated, in so vast a proportion of instances, to promote the happiness of living creatures, and especially of our own kind, that we can feel no hesitation in concluding that, if we knew the whole scheme of Providence, every part would be found in harmony with a plan of absolute benevolence. Independently, however, of this most consoling influence, the delight is inexpressible of being able to follow, as it were, with our eyes, the marvellous works of the Great Architect of Nature-to trace the unbounded power and exquisite skill which are exhibited in the most minute, as well as the mightiest, parts of his system. The pleasure derived from this study is unceasing, and so various that it never tires the appetite. But it is unlike the low gratifications of sense in another respect: while those hurt the health, debase the understanding, and corrupt the feelings, this elevates and refines our nature, teaching us to look upon all earthly objects as insignificant and below our notice, except the pur-suit of knowledge and the cultivation of virtue; and giving a dignity and importance to the enjoyment of life, which the frivolous and the grovelling cannot even comprehend.

, Let us, then, conclude, that the pleasures of science go hand in hand with the solid benefits derived from it; that they tend, unlike other gratifications, not only to make our lives more agreeable, but better; and that a rational being is bound by every motive of interest and of duty, to direct his mind towards pursuits which are found to be the sure path of virtue as well as of happiness.

THE CANAL AND RAILROAD CONTROVERSY AGAIN.—We noticed in our last the report of the committee of the house of delegates of Maryland touching the canal and railroad controversy, and gave the main features thereof. We since learn from the Maryland papers, that the committee were not unanimous in their views, but that a counter report has been made by the minority. Its drift may be learned from the following resolutions with which it closes: Resolved by the General Assembly of Mary-

land, That the Chesapeake and Ohio Canal Company have not forfeited all claims to any future favors from this state.

Resolved, That it is the opinion of this Le of so much time, from the expiration of the said five years, as was unavoidably lost in litigation for the prior right of way about the point of Rocks, with the Baltimore and Ohio Railroad company.

Resolved, That it be recommended to the Chesapeake and Ohio Canal and Baltimore and Ohio Railroad Companies, to agree upon terms mutually acceptable, for a joint construction of the canal and railroad along the narrow and difficult passes between the Point of Rocks and Harper's Ferry, as an object desired by this state, and deemed promotive of the best interests of both companies under existing circumstances.

bar of the house in vindication of the course which the canal company had pursued. opposition was made to the request, but it was at length granted by a vote of 41 to 22.

The canal company has many strong friends in the Legislature, and their number seems to be increasing. The opinion is said to be gaining ground that the company has been harshly lealt with, and that the resolutions of the maprity of the committee, which were referred to n our last, will not be adopted, at least without very material alteration, changing their whole character.

We shall keep our readers advised of the progress of this important collision.

Since writing the above we perceive in the Baltimore Patriot the following notice of the address of Mr. Mercer, in a letter to the editor, written on the evening of the 20th, after Mr. M. had concluded:

Mr. Mercer, in rising, said that had he known before he made the application, that the indulgence he solicited was not usual in our Legis-lature, he should not have asked it. The peculiarity of his situation, and his duty towards those he represented, must be his apology.-He then proceeded to give a rapid, elaborate, and lucid detail of the facts and circumstances connected with the formation, history, present condition, and claims of the canal company, and such an explanation of the origin and state of the controversy between the two companies, as in my humble judgment, to convince any unbiassed mind of the justice, at least in a moral point of view, of his cause. He repelled with some warmth the imputations of disrespect to the state. He spoke about three hours, and was listened to with great attention. -[Winchester Republican.]

BALTIMORE AND WASHINGTON RAILROAD. The supplement to the bill authorising the Baltimore and Ohio Railroad Company to construct a Railroad to the city of Washington, passed the House of Delegates on Wednesday, by a vote of 55 to 15, and will no doubt pass the Senate—as it is in accordance with the propositions of the Railroad Company, there is no doubt of the project progressing without delay
—and we may look for its accomplishment at
an early period. The state subscribe one third
of the capital, and books are to be opened for individual subscriptions for the balance. The Railroad Company are authorised to take what stock may not be subscribed within thirty days after the opening of the books, and may borrow funds to a certain amount on the faith of the state, the payment of the principle and interest of which funds is secured by a pledge of the Railroad itself.—The maximum price for transporting passengers is fixed at \$2 50, one fifth of which is to be paid into the State Treasury as a bonus for the charter. This will probably produce a revenue to the state, derived too principally from "birds of passage," of forty or fifty thousand dollars per annum; and increasing as the travel on that great thoroughfare, between the north and south, shall increase.

The period is rapidly approaching when the public treasury will begin to reap the product of the enterprizes of internal improvement, which the friends of the system have so manfully sustained in our legislature. Maryland already presents a new aspect, heart cheering to her citizens. Her statesmen now appreciate our natural situation and adventure to avail themselves of its advantages. The order of the day is to seek out, unravel, and actively improve our heretofore dormant resourcessuffer no sister state to outstrip us in the fair contest for trade, commerce or improvement in short, to do the statesman's duty—look vigilantly for the public welfare, and march onward in the path. Little party and sectional feelings are not indeed expelled the legislative halls, but they are held and kept in pretty strict subordination by a loftier and more generous feel-Gen. Mercer, president of the canal compa-ling that manfully predominates and furnishes the fairest hopes for the state.-[Maryland Republican.]

After the preceding extract was in type, we received the following:

RAILROAD TO WASHINGTON.-It affords us gratification to state that the bill from the House of Delegates, authorizing the Baltimore and Ohio Railroad Company to construct a railroad between this city and Washington, passed the Senate of Maryland unanimously on Saturday Some amendments, in no way affecting the main objects of the bill, were added in the Senate, and these, there is no doubt, will be concurred in by the House. The State, no less than the cities which will be thus more closely brought together, will be immediately and greatly benefitted by the establishment of this important line of intercommunication.

We also learn from Annappolis that on Saturday the select Joint Committee, to whom had

been referred the propositions of the Chesa-peake and Ohio Canal Company and the various reports and documents touching the collision between the Canal and Railroad Companies, reported a Bill which is understood to be the result of a compromise between the parties interested. It provides for the passage of the railroad, with double tracks, along the north or inner side of the canal, to Harper's Ferry, and for crossing the canal at that point, on the terms therein specified. The leading condition is that the State shall subscribe for 2500 additional shares of canal stock. The bill is made the order of the day for to day, in the House. We cannot but hope that a question, in which the interest of the State as well as the welfare of both Companies is directly concerned, will be speedily brought to an amicable and mutually acceptable termination.

The Susquehanna Railroad Bill has also assed the Senate, with some amendments. Baltimore American, March 11.]

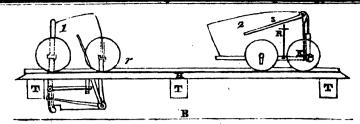
A STEAM COACH COMPANY is formed for the purpose of running steam coaches on the turnpike road between Boston and Salem. carriages are to be in readiness as soon as possible, and will be from four to six in number. Their speed will vary from 15 to 17 miles an hour, and they will accommodate from twenty to thirty passengers per trip—making a trip in half the time and at half the expense of the present coaches.—[Utica Sentinel.]

TO ETCH DESIGNS ON GLASS.—Cover the glass all over with a thin coat of bees' wax, and trace the design with an etching needle; and trace the design with an etching needle; then spread the whole over as uniformly as possible with fluor spar (Derbyshire spar) to the depth of an eighth of an inch, and when this is done, pour sulphuric acid, diluted with three_times its weight of water, upon the spar. After the acid has remained upon it three or four hours it is to be poured off, and the glass washed with oil of turpentine; the etching will then appear, and the parts that were covered

with the wax will have remained untouched.

Observation.—By this means glass vessels are graduated and ornamented very easily.

NEW DIVING APPARATUS.—The Board of Admiralty lately sent down to Sheerness the invention of an ingenious apparatus, to make trial of, under the inspection of Sir J. Beresford. The diver descends into the water by a ladder, where he can remain for a length of time, and can walk about the "ocean's oozy bed" with perfect safety, and even without feeling any suffocuting sensation. The apparatus consists of a metal cap or covering for the head, with two tubes or hoses affixed to it; these lead to an air pump which is kept constantly at work during the descent. Two glasses are fitted in the cap, by which he is enabled to see any thing, and to pick up the smallest article. His dress, including the gloves, is a preparation of Indian rub-ber, so that he is not exposed to wet or cold, for upon removing the dress and cap, the diverappears perfectly dry and warm.—[Rep. Pat.



[From the London Mechanics' Magazine.]

IMPROVED EXCAVATOR'S WAGGON.—Sir: The accompanying sketches represent an improved waggon, which was used for removing the earth at the excavation of the new entrance to the London Docks. It is a well known fact, that if clay is mixed with water and a little sand, it forms so compact and cohesive a mass, that, when carted to a distance of two or three hundred yards, it is next to impossible to uncart it without the help of pickaxe and shovel. The soil to be excavated in the present instance being very much of this description, it was the general opinion that the ordinary kind of excavator's waggon would be of little use; and being in the employment of the contractor for the work, I therefore set about contriving such an alteration in the construction as might meet the difficulty of the case. After several trials, with different models, the one of which I now send you a description was found the most suitable. We had a good many waggons constructed on this plan; and I was very happy to find, that when the mode of using them came to be understood by the workmen, they answered our purpose admirably.

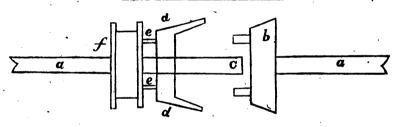
Description .- Fig. 1 is a side-view of the waggon when emptying. B, shows the line of the

barge at high-water. TTT, are whole tim-H, are half-timbers on each side of the waggon to secure the iron rail, r. The distance from TT, and also between the rails, are left open, to allow the tail of the waggon to drop

through, as in fig. 1.

Fig. 2 shows the method of securing the tailboard at top and bottom. At J is a joint, to allow the wheels to run out, and at K a catch to secure the axle; s, is a strap, bolted to the side to secure the tail-board at the top.

The course followed on emptying the waggons was to push them forward to one of the timbers, as at T, and then to allow the bottom to slide down the timber gently. A man on each side then pulled up the rods, as at R, which lowered the catch K, when immediately the wheels went out, down went the waggon, and the earth dropped out. Nine times out of ten the clayey mass went down into the barge as solid as if it never had been dug. I had almost forgotten to add, that the waggons were about 4 inches wider at the tail than at the head. The drawings show the axles bent, but they were not all so: the more bent, however, the axles are, the more easily the waggons are masily tue Yours, &c.. J. Walker. naged.



[From the London Mechanics' Magazine.]

FRICTION CLUTCH-BOX, FOR ADJUSTING THE ONNECTION BETWEEN A CONSTANT GOING WHEEL AND INTERMITTING MACHINERY .-Some years since machinery was put up in a building adjoining a mill which often wanted going and stopping. Being driven by wheels with teeth, it was necessary, to prevent a frac-ture, that the water-wheel should be stopped. As this was found very inconvenient, after some thought, the following method was tried, and has answered ever since. Apprehending t might be useful in many cases, I take the liberty to request the insertion of this descrip-tion of it in your Magazine. The machinery alluded to was driven by an iron square bar, and the improvement consisted in the introduction of a connector, which, in the absence of a better name, I shall call a friction clutch-box, which is different from any thing I have hitherto seen. The one-half of this box, with two studs, is fixed, as usual, at one end of the shaft to be connected, and the outer circumference is levelled about i of an inch in an inch long, forming part of a cone; and the other half of the box has a broad hoop fixed there-on, and standing forward like a cup, which, when pushed forward on the cone, gradually produces friction sufficient to set the machine a-going; and then there are two bolts previously drawn back which are made to slide

box with hoop; $e \ e$ two bolts fixed into f, and made to slide through d, far enough to grasp the studs in b.

As here represented, the bolts are withdrawn and out of work. Care must be taken that with the bolts are not forced forward, until the motion is gained by pushing d on the cone.

the motion is gained by pushing d on the cone.

N. B.—d d may have a groove as well as f, to put the lever into force backward and forward; and the end of the two bolts should be riveted enough to prevent their being withdrawn out of d; but they should be drawn back flush when disengaged.

W. S. S. flush when disengaged.

BLOWING GLASS.—Among the prizes awarded by the Paris Academy of Sciences, at their last sitting, was the following: "To Israel Robinet, workman, for the substitution of the action of a machine for that of the human lungs, in glass blowing, 8,000 francs. By means of this valuable invention, the health of the glass-blower will, in future, be preserved, and the product of his manufacture greatly im-proved, both as regards accuracy of form and the capability of making articles of greater di-meiosnns than was formerly possible."

GEOLOGY OF MASSACHUSETTS .ical Map of Massachusetts is is an honor to the Legislature which ordered, and the Prothrough this latter half box, and lay hold of the studs. The improvement will, however, be made clearer by reference to the prefixed sketch.

a a represents the bar cut in two at c; b the fixed half of the box, with the two studs fixed, and fixed on shaft; d d the other half of the fessor who executed it It is one step, and a

NEW-YORK AMERICAN.

MARCH 9, 11, 12, 13, 14, 15-1833.

LITERARY NOTICES.

THE COMPLETE WORKS OF SIR WALTER SCOTT. Whom, of all the myrisds that read and feel, does this annunciation not concern? In what sequestered part of this land-in what valley or on what mountain, beats the heart which has not at some time beaten quicker beneath the inspiring pages of Sir Walter Scott? One of the most beautiful among the many beautiful thoughts of the French poet La Martine's great Magician might perhaps visit France, he tells tory article to such a publication, of Lord Broughim that he could enter no hamlet, pass the threshold of no cottage, even in that to him a foreign land, vantages of Science," which appeared originally, we would not find beings who had felt and acknowledged of Useful Knowledge. If there be any who yet doubt his spells; and who would be prepared to receive either as to the pleasures or advantages of knowhim as an honored guest; or, to give the thought ledge to all classes, we commend this paper to their more forcibly, in the spirited and poetical version of particular perusal. the French lines which the American Monthly Magazine furnishes:

Where' er thou seest some castle's glant gloom
Frown o'er the woodland's shade, the valleys bloom
Or from our towns the vapors heaven-ward stream,
Or cottage sasements to the sunset glean—
Here, as thy heart expands, here mayest thou say,
Friends from my feet will wipe the dust away:
Here hath my spirit power—a century drinks
Life from my thoughts, and by my genius thinks. va bloom :-

How much more true is that of this country, whose language is the language of Scott, and whose traditions run back to, and blend with, many of those which have inspired some of his noblest efforts. It is then because Scott is the common property of all classes, that we announce with gratification the proposals for, and two numbers of, a new and cheap series of his complete works. This is to comprise all the author's last additions and illustratrions as they shall appear in the edition now publish ing in England, under the superintendence of Mr Lockhart; and will be published in numbers, each containing an entire work, at the low price of 37 1-2 cents per number ;- Waverley-Guy Manneringfor 371.2 cents !- well and legibly printed, too, though necessarily on a small type. The specimens now before us contain these two novels. Eight numbers will constitute a volume, and six volumes will complete the publication. The undertakers of this enterprise, which seems to us so especially considerate towards those whose means of purchasing books are not equal to their desire to do so, are Mesgiours Conner & Cooke, Corner of Nassau and Ann streets. New York.

A DISCOURSE ON LEGAL SCIENCE, before the New York Institute, at their Anniversary in May, 1832: by H. W. WARNER: New York, G. 4 C. 4 H. Carvill.—This is a discourse out of, and quite above, the common track. It is philosophical and comprehensive; it states, without disguising, the actual defici ncies in the existing state of jurisprudence, considered as a science; the little respect in which, even as a branch of literature, the important study of the law is held; and, in seeking to unfold the causes of such anomalies, aims to point out the sure remedies thereof. We have read this address with great attention, and frequent assent, though in its condemnation of codes, and its views in favor of exercise of the law announcing power," our prepossessions are, we confess, roughly dealt with. We the shores of the Arctic Ocean. shall read it again; and think we cannot give general readers, and are sure we cannot to law students, a better counsel, than that they should read it too, once and again.

MECHANICE' MAGAZINE, OR REGISTER OF INVEN-York .- To this new enterprize of our most enter-

good in its execution. It is happily no longer a debateable point, whether those whose portion it is in sith in the claim of Sebastian is still unshaken. this world to minister, by the toil of their own hands, to their own necessities and those of their families. should have placed within their reach the means of instruction. Those means are so placed-wisely, humanely, justly so placed; and among such appoint. ed means, we know of none more likely to work unalloyed good, than just such a magazine as this before us. We cannot notice in detail the numerous and valuable contents of this double number; but Adieux to Scott, is that where, anticipating that the must commend the happy selection, as an introducham's admirable paper "On the Pleasures and Adwhere he would not be a familiar friend; where he believe, as a preliminary dishertation in the Library

> The manner in which this work is printed, its low price, (\$3 per annum) and the range of its subjects, which embraces all the mechanic arts, should insure to it a wide circulation.

> THE NAVAL AND MILITARY MAGAZINE OF THE UNI-TED STATES, No. I: Washington, Thompson & Homans.—The success which the United Service Journal in England has met with, has doubtless suggested this similar enterprize here: and although with our comparatively limited naval and military establishments there cannot be found the variety and extent of adventure and experience which belong to the greatly more numerous forces of England, there is enough of both, if the two services will take up and adopt the Magazine, to make it an amusing miscel lany. A higher object, too, than amusement, may be attained by such a publication—the giving to the two branches of military service, common feelings, by the habit of speaking through a common organ. editor appears, by his preliminary address, to be a military man: the sentiments of that address are good in themselves, though the style is occasionally too labored and ambitious. The articles generally are appropriate and well selected; and we augur well of the future prospects of this new candidate for the favor of magazine readers.

HARPER'S FAMILY LIBRARY, No. LIII., N. York. This volume is devoted to the "Progress of Disco very on the more northern Coasts of America," embracing a rapid but distinct summary of the chief ad. ventures of all who have touched our northern shores. either in the Atlantic or Pacific Ocean, from John Cabot, down to Capt. Franklin and Dr. Richardson. It is an admirable volume, more attractive than romance, and more improving, too, because the sufferings and the heroism, as well as the skill and noble daring, are authentic, and relate to men, some of whom at least have lived and now live in the same age with ourselves. It would, for instance, be difficult for the most powerful imagination to represent a more striking picture of self-devotion, courage, fortitude, and unfailing reliance upon a gracious Providence, under circumstances of the most dreadful privation, suffering, and apparent hopelessness, than is furnished by the simple and affecting narrative by what is perhaps justly characterized as "the judicial Capt. Franklin and Dr. Richardson, of the dreadful incidents of their return from their first journey to

The historical portion of the volume is compiled by Patrick F. Tytler, so well known for his historical publications. The natural history, geology, &c., which are thrown into a separate form and detached from the main narrative, are by James Wilson rious and Improvements: by D. K. Minor, New name that guaranties the accuracy of what it vouches, A critical dissertation, by way of Appendix, exam. Fork.—To this new enterprize of our most enter. A critical dissertation, by way of Appendix, examiness about the eyes, nose and lips, is the this prizing publisher, we cheerfully say, God speed! for lines and seeks to shake the position, we think so trilike most to see,—a sort of come kies me if you it is excellent in its design, and in the only number sumplimitly asserted in the Memoir of Sebastian Ca.

yet issued which comprises the contents of two, alike || bot, that Sebastian, and not his father John Cabot, first discovered the coast of North America. Our

> Miss Fanny Krisle.-A likeness of this ace plished person, more happily engraved than any other we have seen, has just been published by Jackson, Maiden Lane, from the picture of Sir Thomas Law. rence. As a work of art, it is very good; and in resemblance, as near, we suspect, as a face of such infinite variety" will admit.

> SAYINGS AND DOINGS AT THE TREMONT HOUSE, IN THE YEAR 1832—extracted from the Note Book of COSTARD SLY, Solicitor and Short Hand Writer of London, and edited by Dr. ZACHARY PHILEMON VAN GRIFFEN.

"Here are some score of good fellows. My master's prime with soft sayings,—wit-catches,—discreet laughers. Their conversations are worth attending to. The smallest min among them shall tell you a stery, and you will not be made to yaw more than once over it.—[The Club Men of Clothero, 1765.]—&c. &c. &c. &c. &c. &c. &c.

Two volumes. Boston.

We unite cordially with the press in every part of the country in the judicious and discriminating praise they have so liberally bestowed upon these satirically witty, and elegantly humorous volumes. They display an acuteness in catching the peculiarities of individual character, and a tact in hitting them off, that is only equalled by the excessive drollery as elegant refinement of taste with which society at large, as it exists in one of the first cities of the Union is painted. We do in fact from our hearts congratulate our brethren of Boston, that the wits and fashionsbles of the American Athens should have been furnished with so bright a mirror to

" Reflect their polish and reveal their point," as Mr. Rogers says in one of his penknife advertise ments; and we compliment our countrymen gensrally that a picture of their manners has at last be drawn by a foreigner, which will prove to skeptical Europe that we are not only a great people, but a polished people and a refined people—if the following conversation, (among the others equally elegant, humorous, and spirited, here given,) be a fair sample of the general tone of society in our cultivated classes. We give it exactly as printed in the original, page, 143.

Bartholo. Nicks .- Well, I must say, I antipathuze all water-drinkers.

Crump.—So do I. Captain Parkenrath.—And I.

Walsinghom .- So do not I. The ladies are all ater-drinkers

Barnwell .- For "are"--read " should be." Gaultiman.—I shall read neither the one nor the other—I love the dear souls too well to debar then from any of their little creature comforts. A girl of 'Tis only prude spirit is always fond of her glass. who drink milk and water.

Captain Parkenrath.-A lady should breakfa upon rose-leaves and dew, dine upon waters and honey-water, and sup upon nightingales' throats (reduced of course to a fine powder) and violer's juice : she should be dressed in a stuff made of go threads, her girdle should consist of butterflies wings, and her sandals made of the down reaped from a boy's cheeks; her voice should be like a lark's whisper, sweet, clear and soft; her eyes like two little skies, with stars in them,—those stars ti blest abodes of Modesty and Love; her lips show wear a smile of "good will towards men; her st should be so light, that, though she trod upon locusts and grasshoppers innumerable, not a hair of their heads should be injured; she should write not but Poetry, and talk of nothing but her dreams. [Loud cheers.]

Oh, ay! that mey be all very Gaultiman .and very fine, but it passes my huckleberry me a woman of good, fresh, honest flesh a woman, Sir, that is not afraid or ashamed to make use of her teeth when a handsome beef-ste is set before her. As for her dress, she may what gown she pleases, for me, provided she -for that looks suspicious: a cover her neck. her looks (supposing she is pretty), a little

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walk firmly and briskly, as if prepared for action, and talk about love and ghost stories, Walter Scott and Lord Byron; she should sing all Moore's Melodies, have a proper stock of words to scold the cook with if necessary, and cultivate her nails to protect herself from rudeness; she should be able to my stockings and make a pudding; she should int be ashamed to laugh heartily at a good joke—and I should like her all the better if she screamed out lustily at the sight of a mouse or a spider, for that is so charmingly feminine! she should be fond of a cat, and keep two or three Canary birds; -in a word, she should be all over sprightliness!

Parkenrath.-Ha, ha! well said, Aleck!

Bartholo, Nicks .-Though I am but a little man myself, I love to look upon a tall woman. I don't mean one that is lean.

Crump.—For my part, I like plain women best:
they are always so amiable—
Waring.—Well, give me a small foot and a wellturned ancle, and I'll forgive the possessor twenty
defects in her visage,—provided only, that she don't squint!

Longcope.—Revenous à nos Moutons-we were

talking of -----Walsing ham. -Cherry cheeks, small lily-white hands, sloe-black eyes, flowing locks, and a dapper shape, for me. Nevertheless, I am far from being particular: for it is my fixed opinion, that there is no such thing to be found in the world as an ugly woman. At least, I have never seen one!

Bartholo. Nicks .- Oh, Gemini! Crump.—Defend us from the Africans! Mercy, Isabella!!—[Roars of Laughter.]

That Crump must be an inimitable fellow-a perfect Liston in his way; his last joke is overwhelming As an orator, however, or rather as a poet, Captain Parkenrath beats him hollow. What an exquisite play of fancy is there in his enumeration of the essentials of a lady's diet and dress; we do not wonder that it elicited such "loud cheere" from the ready appreciators of wit around him. Gaultiman, however, with all due deference to so discriminating a company, we think rather outdoes the Captain in eloquence. There is a refinement too in his expressions, an elegant assurance, a "come.and-criticise-me.if-you dare ness" in his language, that when he tells you a lady should have "a little sauciness about the nose," and "be all over sprightliness," is irresistibly captivat. ing. But, as the emphatic Longcope says Revenons à

Parkenrath.-What put that into your head. Fen. wick? You, of all men, to talk about the equality of all men. An Englishman, and a lord's nephew, next in succession to a title, and I don't know how many thousand a year!

nes Moutons, for we would fain through the medium

to "a Lord's nephew," and hear at the same time his

Fenwick .- Tut! tut!-I'm a republican, man! Mrs. Emmerson has converted me. Charming woman !—delightful party !—excellent people! new, man. La langue (Count, prompt me, langue des fennes est leur épée,"——Count?

Ragusan.—"Et elles ne la laissent pas rouiller Conti.—Ha, ha, ha! Goote!—goote!

Fenwick.—By Jove, that is always the way with the Count, when I ask him to complete a sentence for me. Sarcastic Ragusan!

opinion of a Boston tea party:

Raguean.—No, by my word.

Captain Parkenrath.—But the party, Fenwick?

How did it go off? Who was there? What were the people like? And how did you enjoy yourself?

Fenwick.—Softly: First then, the party was a very full party, and went off very well. The company, however, went off too soon. A plague on your early hours, say I! From half-past nine to eleven! What ye? For want of knowing people's names, can't tell. However, I did see the amiable R. A. and his lovely wife, and they both looked uncommonly happy. Boston will be in tears at the loss of so a flower. (Count, lend me your snuff-box,) Boston will be in tears at the loss of so lovely then, there were two or three Russian gentlemen and an English gontleman, and some very pretty Boston ladies, and some very pleasant Boston gen-tlemen; and they were all alike disposed to be amiable and obliging, facetious and witty, and in love-with cakes, and creams, and bon-bons and cham-paigne! Then there was the charming hosters, surrounded, like Pope's Belinda, by fifty sylphe.

Some thrid the mazy ringlets of her hair; Some hung upon the pendants of her car."

Methought I could hear them flapping their tiny wings for joy, at each lively sally of their favorite ladv!!

Črump. -I guess. Sir. it was musquitoes that you

Fenwick.—Go to, good Master Crump. allow me to introduce you to my friend, Mr. Crump. So,—where was I? Mrs. Emmerson is a sort of Yorick, in petticoats;—a lady of "infinite jest,—of most excellent fancy:"—but what delights you most, is the heart that is shown in every thing that she says. Her laugh!—(in certain places one would almost say it was too loud)-yet by Jove, it is so joyous,—so full of fun (that's a vile phrase, by the way, but I can't think of another) that you find yourself crowing (like chanticleer) in sympathy, before you an see the point of the joke she is laughing at. Heavens! a most exhilarating laugh !a laugh that makes you unbutton your cravat, for fear of choking; the laugh of laughs!! Captain Parkenrath.-

-"Oh heaven-born sisters ource of-

Fenwick.—Cry you mercy! Captain,—Count, th aptain's glass is empty. That's right—fill it! Captain's glass is empty. That's right—fill it! I was coming to the sisters, when you took the words out of my mouth. "Most sweet ladies"out of my mouth. "MOSE SWEET FAMILY But, by Jove! not the painted flourish of our praise." But, by Jove! What -what a step! what an air! She reminded me of Lady G-

me of Lady G..., and that is saying as much as I could put into three closely printed volumes.—Count, what think you of Mrs. Lumley.

The Count's reply, we must remark in passing, though not quite so full of point as the "Lord's nephew's" hits at character, is still racy enough to call out "great applause" from the company Sig. di Ragusan, however, though very facetious, we by no means consider equal in pithiness of expres-

judge by the capital set down Nicks gives the quizzical Crump at the conclusion of the following extract. Fenwick asks Parkenrath, "now that he has done clapping his hands," (quære, at Fenwick's joke?) " to

tell him if he were ever in love."

Captain Parkenrath.-Yes; I was born merely for the purpose of loving. First, I fell in love with my nurse, when I was only three years old. She was black, to be sure, but well featured; and, I saw Miss Dinah's "visage in her mind." Then—Fenvick.—No—no! Come, now;—seriously?

Captain Parkenrath .--Seriously 1 umph! of our friend Capt. Parkenrath introduce our readers then, I solemnly declare that I was never seriously

in love, in my life.

Crump.—Bartholomew Nicks, there, has, I guess

and can tell you all about it.

Bartholo. Nicks.—Get out!

Poor Crump, he shuts up his mouth after this, and we hear not a word more from him to the end of the chapter. Not so, however, with the gallant Par. kenrath; (who, by the by, is here put forth as the portraiture of a Virginian gentleman!) he, poor fellow, is introduced again to be "thrown into convulsions of laughter" at a droll speech of the accomplished Englishman Fenwick. As to the Hon. Mr. Fenwick him. self, he stays with us as long as the author does with the amiable object of patting his American acquaint ance on the back, and telling his friend Mrs. Emerson and another lady, with an oath or two (a matter of moonshine in "a Lord's nephew,") that they are very nice people, and belong to a very nice country and in fact, though "there is no place like OLD En. GLAND," yet "this is a land of liberty, by Jove!"!

We know not who has tried to injure the fair fame of the Tremont House, by putting forth such "Say. ings and Doings" as these, as a fair specimen of " fashionable life" within its walls; but if the harmless insipidity of the work prevents it from being libellous as regards the character of this far-famed Hotel in particular, we do not the less for American society generally protest against sketches of our manners so spiritlessly vulgar being received any where as authentic: at least, we are pretty sure that the Hon. Mr. Fenwick, if his manners and conversation be correctly reported by the humorous Mr.

admission into a New-York drawing-room. The work, we ought to add, is printed with truly Boston elegance; but the fashion in which it is got up contributes about as much to give style and spirit to the contents, as would a St. John's beaver and a neat-cut Benton applied to the crown and heel of a kangaroo, qualify him for figuring in Broadway.

Tales and Novels, by Maria Edgeworth. Vol III. Harpers.—After reading the principal story in this volume through, and reviving all the agreeable impressions of a former perusal, we feel, upon comparing it with the class of popular novels, which so often have a claim upon us here, like one who, amid a crowd of smirking and grimacing acquaintancer, yields his hand to the honest grasp of an old and cordial friend. The strong good sense and practical application which characterize Miss Edgeworth's writings, distinguish them for their usefulness above all modern works of fiction. Her characters and situations are those of real life—the 'sentimental comedy' of the actual world, in which both scenes and actors come so completely "home to our bosoms and business," that, while they command our interest and awaken our sympathies, our minds are quickened and our hearts are schooled. There is, however, a more distinctive feature in Miss Edgworth's novels, than that of the lesson of morality, conveyed in all her stories—it is their broad and general application, their comprehensive and philosophical view of life, which, compared with the contracted and exclusive pictures of society in what are called the fashionable novels, give her works, with those of Fielding and Smollet, the dignity and superiority over most sion to "little Bartholo. Nicks," as the reader may others, which sentimental or genteel comedy has when compared with farce: the former, dealing with the foibles and striking characteristics of human nature generally, the latter with individual neculiarities only: the first treating of people of the world, the last of people of a coterie. The men of fashion of Miss Edgworth, like those of Miss Burney, are persons of taste and spirit, who, though often whimsical and absurd, are still gentlemen and men of breeding, who might figure as such any time within a century of the period for which their portraits are drawn. Clarence Hervey or Sir Sedley Clarendal. for instance, would have graced and enlivened alike a drawing room of Queen Anne's day, or a salon of William IV. Not so however with their successors in fictitious high life, whose pretensions to style are generally so identified with their dress, and whose claims to distinction so dependent upon some peculiar affectation, tolerated in some peculiar clique or set, that a change of fashion or a change of scene nullifies both. The coat that made them distingué in one month, makes them outré the next; and that which is considered air in one circle, is held to be puppyism in another; and in short, like the hero of a farce, who owes all his attractions to some prevailing or local absurdity, that is hit off in his person, our "Corinthian Tom," however "accueilli" for a time, soon gives place for ever to the Archers and Belcours whose room he has temporarily usurped. It is the same, too, with the rest of the dramatis persome of these no els; and taking Bulwer's upon one side, and Miss Edgeworth's upon the other, as the most favorable specimens of their different schools, the different mode in which character is treated in both, may be traced down to the meanest individual introduced; and while Bulwer's, admirably drawn as many of them are, will be found to be all individual creations-the creatures of particular circumstances, whose conduct is often an exception to general rules, -Miss Edgworth's are generally fair representatives of whole classes, acting naturally under ordinary motives and impulses.

But our limits forbid us attempting further a parallel so much to the advantage of the authoress of the [5]y, would bardly, though a "lord's nephew," obtain! work before us, whose writings generally cannot be

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too warmly commended to those not familiar with: them; for, as we have already observed, she of all writers of fiction has best succeeded in blending amusement with instruction, and teaching a detestation of vice under the mask of gaiety. She beckons us with the nod of a syren into the severe paths of city of New-York She is pronounced by competent virtue, while the edge of her satire is not less sharp judges, to be a fine model and a good specimen of upon folly, that like the sword of the Athenian, it is wreathed with flowers.

FOREIGN INTELLIGENCE.

The foreign news received by the Philadelphia from London, is a few days later only than that before received. We are indebted to Capt. Champlin for late London papers.

The British Parliament was soon to assemble for business; and among the subjects which will occupy its earliest attention, must be the situation of Ireland, where the greatest excitement existed. O'Connell was agitating with unbounded influence, and troops were going by thousands from England to maintain the supremacy of the Government.

The Dutch question seems to be drawing to a close The Scheldt had been declared open to all nations but England and France. A speedy settlement of the question between Belgium and Holland would soon open it to them also.

The King of Spain has resumed his functions as sovereign, and has issued a Royal Decree, wherein he expresses his entire satisfaction of the adminis. tration of the Government during his illness, &c.

The French King was still occupied with his re views at Lille, and with rewarding his troops.

There is nothing of interest from Portugal, unless it be the fact, that Lord Hervey, the British Plenipo. tentiary, had gone to Lisbon from Madrid, with a view, it was supposed, of inducing the contending parties to agree to an armistice, and ultimately settling their claims by negotiation, rather than the sword.

The Egyptians were still advancing successfully against the Turks. The safety of the Ottoman em pire will next, it is conjectured, become the subject of Conferences and Protocols among the great powers.

LONBON, Jan. '17—Americas Stocks.—Three per cents, 90; New York fives, 1846, 110—dividends from Lst Oct.; Pennsylvania fives, 1854, 109½; do do 1856, 110; do do 1860, 111½—dividends from August; Ohio fives, 1850, 100½; do sixes, 1850, 117; Louisnas State Loan, 1844, '47, '50, '52, 105; do Barings, 1833, '33, '43, 90½; Philadelphia city fives, 1846, 104; Mississippi sixes, 1841, '46, '51, '56, 112; United States Bank Shares, £22 5s a £23 10s—dividends from 1st January.

Jan. 19—Three per cent red. 87½; Consols, 87 6½.

LIVERPOOL, Jan. 17.—Cotton Market.—The sales to-day comprise 1000 bags Brazils and Egyptian, and 1000 Americane, all descriptions, from 6½ to 8d—10tal, 2000.

SUMMARY.

APPROPRIATIONS FOR WORKS IN NEW YORK mong the appropriations for fortifications by the last Congress, and approved by the President, was one of \$25,000 for a fort at Throg's Neck, Westchester county.

Towards improving harbors, &c., there is an appropriation of \$31,700 for the pier at Buffalo.

15,000 for improving mouth of Genessee river.

15,000 for removing obstructions ni Big Sodus

Bay. 8,400 for completing pier and mole at Oswego. COLUMBIA COLLEGE.—At a meeting of the Board of Trustees, held on the 4th instant, Ogden Hoff. MAN, Esq., was elected a member in the place of

the REV. Dr. Snodgrass, resigned. From the Albany Evening Journal of Monday. DEATH OF GENERAL WADSWORTH .- Gen. William Wadsworth died at his residence, at Geneseo, Living-ston County, on the 6th inst. Gen. W. was one of the Pieneers by whose industry and enterprize, Wes-tern New York has been converted from a "waving

forest" into cities, villages, grottos and gardens.

It will be recollected that Gen. Wadsworth, whose Division was called into service to protect the Frontier, volunteered to cross the Niagara, ascended the Heights of Queenston in company with the Spartan Van Rensselaer, and gallantly participated in the dangers and honors of that sanguinary conflict.

STEAM BOAT LAUNCH .-- On Saturday last, was launched from the Ship Yard at this place, the books to the stock of which open to-day, is to exbeautiful Steam Boat, "Black Hawk," of 110 tons tend ten miles in length from Caldwell, at the head burthen. This Boat has been built in about six weeks of Lake George, to Glen's Falls, where it will inand finished ready to receive her Engine, under the superintendence of Mr. George S. Wecks, late of the naval architecture as any on the waters of the lake or river. She is about 125 feet in length, and 30 feet extreme breadth, and will, when ready for sea, draw not over two feet water. Her Engine is to be on the low pressure principle, and is building by Mr. Avery, of Syracuse, a gentleman favorably known as the builder of the Engine in the Steam Boat United States. She is intended to play between French Creek and Ogdensburgh, and French Creek and Kingston daily. She commences her trips on the opening of navigation. French Creek, Feb. 25, 1833 .--[Watertown $ar{\mathbf{G}}$ azette.]

-The Legislature of this State STATE OF MAINE .adjourned on Monday last, after passing one hundred

and forty acts, and one hundred and one resolves!!

Among the resolves were the following, which refer any arrangement that may be made on the sub-ject of the Northeastern boundary, to the votes of the people instead of to those of the Legislature.

Resolved, That so much of the resolve passed the 3d day of March, 1832, respecting the Northeastern Boundary, as provides for the submission to the Legislature, "for approval or rejection," of the agreement or treaty therein contemplated to be made by the Commissioners therein mentioned, be, and the ame is hereby repealed.

Resolved, That no arrangement, provisional agreement or treaty, already made, or that may hereafter be made, under, or in pursuance of, the resolve to which this is additional, shall have any binding force, effect, or operation, until the same shall have been submitted to the people of this State, in their primary assemblies, and approved by a majority of their

The ship Sagamore of Newburyport from Cron. stadt for this port, with a cargo of Iron and Hemp, went ashore at Block Island on Monday. The ship it is expected will be lost. The cargo we understand was insured in this city.

THE NEW CUSTOM HOUSE .- It is stated in the Jour. nal of Commerce, that an appropriation of three hundred thousand dollars was obtained through the in-strumentality of Mr. Verplanck, for this object.

[From the Alhany Argns, of Wedesday.] We regret to announce the death of the Hon. Wal ter Cornell, member of the Assembly from Washing. ton co. Mr. C. was a resident of Cambridge, about fifty years of age, an estimable and respected citizen, and a faithful and worthy representative. Mr. C. expired on Monday evening, of an inflammation of the lungs, after a confinement of a few days. The funeral ceremonies will be performed at half past ten o, clock this morning, at the Adelphi. His remains, we understand, will be conveyed to Cambridge, and members will accompany the body as far as Lansing.

Northeastern Boundary .- Various reports appear to be in circulation in Maine on the subject of an arrangement made in relation to the disputed territory by which it is proposed to give that State an indem. nity in lands elsewhere, or in money, for her acces. sion to the decision made by the King of Holland. The Legislature have in consequence applied to the Governor for information, who informs them he has come to the conclusion, that to impart it at the present time, could not fail to be prejudicial to the cess of the negotiation instituted by the President with Great Britain in relation to the Northeastern boundary, and in that view, could not be consistent with the public good, but adverse to the interests of the State and of the United States.

[From the Wilmington People's Press, Feb. 27.] Captain Flint, of the British schooner Brisk, from Nevis, reports, that on the night of the 8th, the islands of Nevis and St. Kitts experienced sixteen vio-lent and distinct shocks of earthquakes, which very much alarmed the inhabitants, and on the 9th, after the Brisk was under way, at 4 o'clock, experienced a considerable shock. It is to be feared that dreadful accounts will be received from these Islands, or some of the neighboring ones, from the effects of these carthquakes.

Church burnt .- On the morning of the 28th ult. th Associate Reformed Church at Caledonia, of which

THE WARREN COUNTY RAILROAD, the subscription tersect the northern canal, and thus supply a direct channel of conveyance for the immense resources of the northwestern part of this State to the city of New York.

There is a company incorporated to construct a Railroad from Saratoga, to connect with this, and thereby furnish a communication by means Railroad, the entire distance from Albany to Lake George, already a point of so much attraction to travellers, and which will give such vast additional facilities to those whom curiosity or recreation may induce to visit that interesting region. It will be seen by the advertisement, that pamphlets contain. ing a minute description, and estimates and surveys of the work, are at Coster & Carpenter's, where the books will remain open to-morrow and next day. -[Communicated.]

Norrolk, March 8.—Loss of the packet ship William Drayton.—The line packet ship William Dray Norfolk, March 8.ton, Capt. Sutton, from New York, whence she sailed 21st Feb., with a valuable cargo on board, bound to Charleston, S. C., went ashore at New Inlet, Currituck county, N. C. at half past 11 o'clock on the night of the 24th Feb. During the night she thumped so violently, that in three hours after she struck, the water was up to the cabin floor, the sea breaking over the ship until next morning, and a heavy N. W. wind blowing, when the passengers and crew got ashore. In addition to her cargo, she had on board \$100,000 tor the U.S. Branch Bank at Charleston, which has been landed.

BALTIMORE, MARCH 8 .- We regret to learn that the steamboat United States, which was recently converted into a floating saw mill, was consumed by fire on the 2d instant, while lying in Wye river, on the eastern shore of this State. The engine drove four mills, running twelve saws, and was owned by Messrs. P. Boyer & Co. of this city. The fire was discovered by those on board the boat about three o'clock in the morning, and had then made such progress, that the engineers and hands were force leap through the windows into the water, and the whole of them, fourteen in number, thus fortunately succeeded in getting on shore, but not without undergoing great suffering from their exposure to the cold. On reaching the shore, Mr. Ely, engineer, his son, Mr. Wardsworth, one of the proprietors, together with one or two others, started for Mr. W. H. De Courcey's house, about two miles distant, while the remainder awaited their return. The sufferings of Mr. Ely and his companions are said to have been intense. They were very nearly naked, destitute of shoes and stockings, and had to travel through anow six inches deep, exposed at the same time to a piercing wind. On their arrival, Mr. De Courcey imme and wind. On their arrival, Mr. De Courcey immediately sent for the persons left on the shore, and had them conveyed to his house, where he and his neighbors administered in the kindest manner to their necessities. We learn that Mr. Ely and his son are so much frost bitten, that it is apprehended they will lose their feet. The remainder are more or less frost bitten, but it was hoped would speedily recover.

The loss of the mill is estimated at between twenty-five and thirty thousand dollars. There was no insurance.

Nonchalance under a severe accident.—On Wed nesday a severe accident occurred, on board of one of the steamboats, while under way, about seven miles from the city. One of the hands, a mulatto fireman, after fixing some part of the machinery, in going back, stepped on the plate, when his foot slipped off the deck plate, and his leg caught between the wheel and the plate. His body fell on the deck, and his dismembered limb below. It was taken com-pletely off just above the knee joint. He was taken up, and together with his "dismembered member sent back to town in a boat, and during the whole distance, never uttered a complaint. The subsedistance, never uttered a complaint. quent amputation of the stump, he bore with a stoi-cism worthy of Zeno himself. Describing the affair to a gentleman, he very coolly observed "I wouldn't have had it happen for a thousand dollars—no, sir, not for a whole steam boat,—no, not if you'd give me all Savannah !"-[Savannah Georgian.]

Accident .- On Saturday morning, as Mr. Edward Stanley, a resident of this city, was gamning at Williamsburg, L. Island, in company with some friends, a the Rev. Donald McLaren is pastor, was destroyed by fire. It had recently undergone a thorough repair, and has cost \$8000 or \$9000. The loss will be severely felt by the Congregation.—[Geneva Gaz.] were also dreadfully lacerated.—[Standard.] By and with the advice and consent of the Senate. Levett Harris of New Jersey, to be Chargé d'Af-faires of the United States to His Majesty, the King of the French.

Peter V. Daniel, of Virginia, Wylly Sillman, of Ohio, and John R. Livingston, Jr. of New York, to be Commissioners under the Treaty with Naples.

Thomas Swann, Jr. of the District of Columbia, to e Secretary to the Board of Commissioners, and George Breathitt of Kentucky, to be Clerk under the same Treaty.

Joseph Villamil, late of Louisiana, to be Con

sul of the United States at the Port of Guayaquil.

J. B. Ferrand, to be Consul of the United States at Panama in the Republic of New Gaenada.

Francis Thomassin, of South Carolina, to be Consul of the United States at Baracoa, in the Island of Cuha.

Obed Folga, of New York, to be Consul of the

United States at Payta, in the Republic of Peru.
Henry Carleton, of Louisiana, to be Attorney of
the United States for the Eastern District of Louisiana, in the place of John Slidell, whose Commission has expired

Jehn W. Livingston, of New York, to be Marshal of the United States, for the Northern District of New York, from the 19th day of February, 1833, when his Commission expired.

Jonas L. Sibley, of Massachusetts, to be Marshal of the United States, for the District of Massachu-estts, from the 3d of March, 1833, when the commission of Samuel D. Harris expired.

Barrington Anthony, of Rhode Island, to be Mai shal of the United States, for the District of Rhode Island, from the 3d of January, 1833, when his commission expired.

Andrew J. Donelson to be the Secretary authorized under the act "prescribing the mode by which patents for public lands shall be signed and execu-

ted," approved March 2d, 1833.

Thomas McCrate, to be Collecter of the Customs for the District and Inspector of the Revenue for the Port of Wiscasset, in the State of Maine, from the 11th of March, 1833, when his present commission

will expire. Isaiah L. Green, to be Collector of the Customs for the district and Inspector of the Revenue for the Port of Barnstable, in the State of Massachusetts, from the 3d of March 1833, when his late commission expired.

Acrs of Congress.—In the annexed list will be found the titles of all the acts passed at the session which has just closed, except private bills, and some few others of no general interest. The Land Bill is not included in the list, and cannot now become a law, even if the President was to sign it, as, in order to be so, it must be returned to the Congress that passed it.

[From the National Intelligencer of Tucaday.]
An act to explain an act, entitled "An act to re duce the duties on coffee, tea, and cocoa," passed the twentieth of May, 1830.

An act to establish a Land Office in the Territory

of Michigan.

An act to improve the condition of the non-com missioned officers and privates of the Army and Marine Corps of the United States, and to prevent desertion.

An act making appropriations for the Engineer and

Ordinance Departments.

An act granting an additional quantity of land for the location of Revolutionary bounty land warrants. An act to amend an act, entitled "An act to alter and amend an act to set apart and dispose of certain mblic lands for the encouragement of the cultivation f the vine and olive," approved 19th February, 1831.

An act for the purchase of certain copies of Watercon and Vanzandt's Statistical Tables, and to auporize a subscription for the continuation of the

ame. An act for making Calais and Pembroke, in the

tate of Maine, ports of delivery.

An act making appropriations in part for the sup ert of Government for the year 1833, and for cersin expenditures of the year 1821.

An act in addition to the act for the gradual imsovement of the navy of the United States.

An act making appropriations for carrying on the ratifications of the United States during the year 1833.

An act making appropriations for the Indian deertment for the year 1833.

An act to change the names of William B. Finch and Elizabeth B. Finch, to that of William Compton Bolton and Elizabeth Bolton.

An act to amend an act entitled "An act to grant quantity of land to the State of Illinois, for the purpose of aiding in opening a canal to connect the wa-ters of Illinois River with those of Lake Michigan, and to allow further time to the State of Ohio for commencing the Miami Canal from Dayton to Lake Erie.

An act prescribing the mode by which patents for public lands shall be signed and executed.

An act to authorize the President of the U. States, to cause the public surveys to be connected with the line of dimbarkation between the States of Indiana and Illinois.

An act to explain and amend the 17th and 18th sec. tions of " Au act to alter and amend the several acts imposing duties on imports," approved 14th July, 1833

An act making provision for the publishing of the bill. locumentary history of the American Revolution.

An act further to provide for the collection of du-ties on imports. [This is what has been called the "Revenue Collection Bill.]

An act to revive the act entitled an "act supplemen tary to the several laws for the sale of the public lands.

An act for improving the navigation of certain Ri vers in the Territories of Florida and Michigan, and table.

for surveys, and for other purposes.

An act for the establishing a port of entry and de-livery at the village of Fall River, in Massachusetts, and discontinuing the office at Dighton.

An act making appropriations to carry into effect certain Indian treatie, and for other purposes, for the vear 1833.

An act to amend an act entitled "an act supplementary to the act for the relief of certain surviving officers and soldiers of the revolution.

An act making appropriations for the support of the army for the year 1833.

An act to authorize the President of the U. States to exchange certain lands belonging to the Navy Yard at Brooklyn for other lands contiguous thereto.

By act making appropriations to a carrying on certain works hitherto commenced for the improvement of harbors and rivers, and also for continuing and repair-ing the Cumberland Road and certain Territorial Roads.

An act to establish a town at St Marks, in Florida. An act authorizing an alteration in the election districts for members of the Legislative Council of the Teritory of Michigan.

An act prolonging the second session of the 5th Legislative Council of the Teritory of Michigan. An act to authorize the Governor of the Teritory

of Arkansas to sell the land granted to said Territory by an act of Congress approved the 15th June, I832, and for other purposes.

An act to carry into effect the Convention between the United States and his Majesty the King of the Two Sicilies, concluded at Naples on the 14th day ot October, 1832.

An act making appropriations for Indian annuities

and other similar objects, for the year 1833.

An act to modify the act of the 14th July, 1832, and all other acts imposing duties on imports. [This is Mr. Clay's Bill.

An act making appropriations for the revolutionary and other pensioners of the U S. for the year 1833.

An act making appropriations for the naval service for the year 1833.

An act making appropriations for certain fortifica tions. An act making appropriations for the civil and diplo-

matic expenses of the Government for the year 1833. An act to explain and amend the act to alter and amend the several acts imposing duties on imports, passed July 14 1832, so far as relates to hardware, and certain manufactures of copper and brass and o

ther articles. An act for the relief of the widows and orphans of the officers and seamen who were lost in the United States schooner the Slyph.

Resolutions.

A resolution in relation to the execution of the act supplementary to the act for the relief of certain surviving officers and soldiers of the Revolution.

A resolution to place thirty copies of the Diplomatic Correspondence of the American Revolution at the disposition of the Secretary of State.

A resolution for the relief of sundry owners of ves sels sunk for the defence of Baltimore.

Resolution providing for the continuation of Gales

& Seaton's Compulation of State papers.
Resolution authorizing the Secretary of War to corect certain mistakes.

LEGISLATURE OF NEW-YORK.

Monday, March 4.—In Senate.

Mr. Tracy introduced a bill to incorporate the American Seamen's Friend Society.

The Senate sat some time as a Court of Errors-

Tuesday .- IN SENATE.

The bill concerning interest on money, was referred to the committee on finance.

IN ASSEMBLY Mr. Stilwell called for the qustion on the final passage of the bill relative to the New York and Harlem Railroad Company. Mr. S. explained that he did so at the request of the applicants, and for the purpose of moving the indefinite postponement of the

Mr. Morris was in favor of deciding the question definitively, believing that the mass of the citizens of New York were interested in the defeat of the bill, and were anxious that the matter should be put at rest, at least until after another charter election. He concluded by moving a postponement of the question until to-morrow.

On motion of Mr. McKeon the bili was laid on the

IN THE LEGISLATURE, on Wednesday, no business was done. The two Houses met at 10 o'clock, and immediately adjourned to attend the funeral of Mr. Cornell, of Montgomery.

Thursday, March 7 .- In SENATE. The bill to incorporate the North River Whaling Company was introduced. Ordered printed.

IN ASSEMBLY. Bills reported :- To incorporate the Squakie Hill bridge company.

ARSEMBLY-March 8.

Bills read a third time and passed:—To incor-orate the Housecarpenters' Benevolent Society, Brooklyn.

To incorporate the New York Academy of In.

On motion of Mr. Spencer,
Resolved, That the comptroller report the amount
of salary paid to Geo. W. Newell as comptroller's
clerk, and for services as such to the canal board, and for all other services, since 1827, specifying the sums paid for different services, and the authority under which paid, and the laws authorizing such payments.

[Mr. Newell is the person who it is understood is to be appointed deputy comptroller of the canal de-partment, provided the bill now before the house on

that subject should pass.]

Mr. Van Duzer called for the question on agreeing with the committee of the whole, yesterday, on the bill for the appointment of a second deputy comptroller, to have charge of the canal department.

Mr. Spencer moved that the salary be \$1200. Messrs. Myers, Van Duzer, Stilwell and Burwell opposed the amendment.

The question was lost, 68 to 30.

The House then agreed with the committee of the whole in their report, and the bill was ordered engrossed.

Mr. Stilwell called up the bill to amend the charter of the New York and Haerlem Railroad Company. He said he would withdraw the motion for its postponement, and accede to the proposition of Mr. Morris, that the question should be taken on the final passage of the bill. The bill was rejected, 87 to 4.

Saturday—In SENATE.
Bills introduced,—To incorporate the Dutchess Whaling Company: concerning the Canals of this State. [Prohibits engineers from purchasing or hold. ing any real estate in the vicinity of the canals for hydraulic purposes.]

ÎN ASSEMBLY. The committee of the whole, took up the bill providing for an investigation of the extra accounts of contractors on the crooked lake canal, and passed the same, after amending it so as to include the Chemung canal. The committee rose, but before the question was taken on agreeing with the committee of the whole, the house adjourned till 11 o'clock on Monday.

Monday, March 11-In Assembly. Upon the question of agreeing with the committee of the whole, in favor of the bill for the relief of the state of the year 1000.

Resolutions authorizing the delivery of certain partitions of the United States against the payment of the United States against the pers in the Department of State to the Commissioners for the whole, in favor of the bill for the relief of the whole, in favor of the bill [From the Globe of March 6.]

Yesterday the diplomatic representatives of the different foreign governments, waited upon the Pre-with a large quantity of American and English rum, sident to offer their congratulations on his re-elec-and American and French brandies, for one year's tion, and to assure him of the friendly disposition of their own countries towards the United States.

They were received and introduced to the Press.

189 dent by the Secretary of State, in the presence of the Heads of Departments, at one o'clock, and Mr. SERRURIER, Minister Plenipotentiary of France, made the following address on their behalf:

Mr. PRESIDENT:

The Diplomatic Body accredited to the government of this Republic, hasten to offer to your Excellency their respectful felicitations on your second inauguration as President of the United States.— I ney icel assured that this new and nattering proof of the confidence of your fellow citizens, cannot but was nearly as rapid. But the most interesting fact was nearly contribute to confirm those friendly relations which already exist between this Republic and the Governments represented at Washington—relations ingup the extravagant use of spiritous liquors, these which your excellency has so happily preserved and extended during the four years of your first Presidency.

I esteem it. Mr. President, at once a happiness and an honor to be, on an occasion so interesting, the interpreter of the sentiments which animate the Diplomatic Body towards you, personally, and to offer you, in their name, the sincere wishes which every one of them truly entertains for the increasing

happiness.
To this address the President made the following

reply:

It gives me great pleasure, gentlemen, to receive
by the organ of the eldest and highly respected
member of the Diplomatic Body, near the government of the United States, the congratulations you are pleased to offer on my re-election, and above all.

the assurances for my country of the friendly dis-position of those which you represent.

It has been a principal object with me, to cultivate that disposition by the sincerest desire to cherish kindly feelings, extend the advantages of commerce, promote the interchange of every discovery in arts and science in peace, and lessen by humane stipula-tions, the evils of war. when, unfortunately, that acourge of the human race becomes inevitable.

Repeat these assurances, gentlemen, to the several governments you represent, as the invariable rule of my conduct towards them; and, for yourselves, accept the offer of the high respect and regard for you individually, with which your conduct during wise Providence in our affairs and for our present your residence here has inspired me.

THE CAUSE OF TEMPERANCE is one, in the progress of which every well regulated mind must delight ;not a forced and unnatural progress, but that which results from personal conviction, or the example or instruction of others. Among the many cheering indications that such progress is really making, and that over the whole surface of our wide country, kindred minds and hands are at work in so good a cause, we have pleasure in making public the annexed letter, recently received by a gentleman of this city from a friend in Alabama. It is dated last month.

Dear Sir: I will, in reply to your inquiry of "how comes on the cause of Temperance in Alabama?" state a few facts.

About twelve years ago, I connected myself in business with a country merchant residing in the mid-dle part of South Alabama, and soon after settled my family at the same place. We kept a general assortment of goods: our customers were generally of the class called "first settlers," or "pioneers," enterprising men, with young but numerous families, who, being poor, and seeing but little prospect of bettering their fortunes in the land of their nativity, had the courage to attempt their improvement by removing to, and settling in, a new country. These people were industrious and liberal, but sadly addicted to the use of spirituous liquors. They were kind to each other and to strangers. If a stranger asked for a glass of water, it was their custom to offer whiskey with it; ad the head of a family, although unable to pay for the land he occupied, would apologise with seeming mortification, if he was unable to offer his visiting neighbor a glass of grog.

It is the business of a country merchant to supply the wants of his customers; and to graduate his purchases to their wants, requires some experience, and much observation, and upon which depends, in some degree, the success of his business.

In 1824, we had been four years in business. and it required, about that period, 100 barrels of whiskey,

In 1825, nearly the same. 1826, 75 barrels whiskey, &c. 1827 40 do. do. 1828, 25 do. do.

1829, 10 do. do. and 2 pipes brandy. 2

1830, 5 do. do. do. 1 do. 1831 do. do. do.

And there is another fact as remarkable as the decrease of the consumption of spirituous liquors in that neighborhood, as shown in our purchase and sales above. The increase of the consumption of They feel assured that this new and flattering proof sugar and coffee, shown by our sales of the articles, people began to save something from the proceeds of their little crops, and partly with these savings, and partly from aid given them by a gentleman of some monied capital who resided near, they have purchased the land they previously settled upon, and are now generally independent planters, making from five to fifty bales cotton each tamily, besides an abundance of bread stuffs, and almost every variety of ve-getables, by means of which, with their ample stocks every one of them truly entertains for the increasing prosperity of this Republic, for the firmness of its union, and especially, Mr. President, for every thing that can contribute to your own personal glory and the stranger whiskey, and the hospitality of their happiness. able houses, and in place of the shelf formerly to be seen in their cabins decorated with jugs and black bottles, he finds shelves or book cases stored with books; instead of ragged children, fine rosy cheeked girls and boys, neatly dressed, and ready to converse with him upon the subject of schools, agriculture, the cotton market, &c. &c.

Speaking of rosy cheeks, reminds me of another et. We kept medicines, with our other wares, and our sales in that department, for the last six years,

decreased every year.

I believe that Temperance Societies have done much good in Alabama, as well as in other States, but we had none in the neighborhood which I have been speaking of; yet we heard much of the refor-mation attributed to them, and may in that way have derived advantage from them. But it is to religion, to the precepts taught in the good Book, that we are mainly indebted for our escape from a state of misewise Providence in our affairs and for our present

[The law abolishing imprisonment for debt has been in existence a year, and is meeting opposition in various parts of the State. That law has been hailed among enlightened and intelligent men throughout the country, as a harbinger of the abolition of a feudal and barbarous custom in all the States of this confederacy. A correspondent of the United States Gazette, places the injustice of the practice of imprisonment for debt in a glaring light in the following article :--]

Imprisonment for Debt .--A gentleman who has given much time to the consideration of imprisonment for debt, and the collection of facts relative thereto, has furnished us with the subjoined statement. suffering attendant on this mode of procedure can only be known to those who take pains to inquire close ly into its operation. It is an aggregate of evil which all must deplore; and to increase the cause for lamentation, it appears that 13 of the sufferers were incarcerated for militia fines,

" a trifling sum of misery, Now added to the foot of the account."

But we give the tabular statement-

Imprisonment for small debts, say less than \$5 33 1.3, in the debtors' apartment of the city and county of Philadelphia, between the 1st of December, 1829, and the 1st December, 1830:

Number of cases
Time—months
Total debts
Total debts
Table 13

12 \$1488 13 3322 68 Total days of confinement
Number of debts paid
Amount of debts paid
Days of confinement previously suffered \$160 68 214

Of the 68 persons imprisoned who paid their debts, 13 were for militia fines, amounting to \$26, after suffering about 28 days of confinement.

THE NEW CUSTOM HOUSE .- It is stated in the Journal of Commerce, that an appropriation of three hundred thousand dollars was obtained through the instrumentality of Mr. Verplanck, for this object.

We understand that the Loan to the Paterson and Hudson River Railroad Company-proposals for which have been advertised in our columns some days past-has been taken by a company of gentlemen at a premium of 2 1-2 per cent.

We are also informed that several offers were made at a higher premium, but on conditions not embraced in the proposals, and that the committee did not therefore feel authorized to accept them.

Northeastern Boundary .- Various reports appear to be in circulation in Maine on the subject of an arrangement made in relation to the disputed territory, by which it is proposed to give that State an indemnity in lands elsewhere, or in money, for her accession to the decision made by the King of Holland. The Legislature have in consequence applied to the Governor for information, who informs them he has come to the conclusion, that to impart it at the present time, could not fail to be prejudicial to the success of the negotiation instituted by the President with Great Britain in relation to the Northeastern boundary, and in that view, could not be consistent with the public good, but adverse to the interests of the State and of the United States.

We mentioned a few days ago that a boat had sunk in the Chesapeake Bay, during the squall on the 24th ult. and that nine persons had been drowned. We find in the Annapolis Republican of Saturday, the following notice of the same disaster, from which it appears that but one person was lost.

Sunday last was one of those days which we oc. casionally experience in this changeable climate, in which we have every aspect of every climate within the short space of a few hours. The morning was balmy, mild and calm with sun shine. Next we had the promise of a mild rain—then came April showers; and in the afternoon, the pro-mise of a north east settled rain—then a tornado of wind, accompanied with hail and snow. About four o'clock, after a portentous salm, during which the clouds were moving rapidly and collecting in black columns to the north, the wind came suddenly out from that quarter and blew a fair hurri-cane. The Chesapeake which a few minutes before wore a mirror surface, was now in fretful foam, presenting a scene sublime and grand; every sail was doused to the blast. One row boat, which had left the wharf a few minutes before the change, having on board Mr. Jacob Winchester, of Wilmington, Delaware, and Miss Julia Ann Winchester, of Kent Island, her maid, and a boy of seven years, with six black men to work the boat home to Kent Island, was distinguished in the offing, in a very perilous situation. Every attempt to make land proving abortive, the boat was finally observed to float off until the surf hid her from view, and left our whole community in the most anxious suspense for their fate. Early next morning a vessel was despatched to ascertain whether they had reached the Isl and. It seems, that after finding the utter impos-sibility of making the shore, all on board scated themselves in the bottom of the boat, and suffered her to drift before the wind. She soon became near. ly full of water, by the breaking of the waves and spray. In this situation a vessel came scudding be-fore the wind, discovered them, and endeavored to take them up. On nearing them, one of the black men sprung from the boat on board : another made the attempt, but failed, and was drowned.* All further attempt was abandoned, and the vessel proceeded on her course down the bay.

Those large Chesapeake row boats are constructed so as to live in almost any sea. This one continued to float, though nearly filled with water, and having nine souls on board, until she reached the island. after four-hours exposure, about eight o'clock. Winchester remained unable to speak until some time on Monday; but hopes were entertained of her restoration. Mr. W. was recovering. The boy retained firmness throughout the trying scene, and

well.

The above is probably the boat alluded to in the Baltimore and Washington papers, as having been lost of this harbor, with nine passengers.

[From the Wilmington People's Press, Feb. 27.] Captain Flint, of the British schooner Brisk, fr Navis, reports, that on the night of the 8th, the islands of Nevis and St. Kitts experienced sixteen violent and distinct shocks of earthquakes, which very much alarmed the inhabitants, and on the 9th, after the Brisk was under way, at 4 o'clock, experienced a considerable shock. It is to be feared that dreadful accounts will be received from these Islands, o some of the neighboring ones, from the effects of these cartbquakes.

The famous musical statue of Memnon is still seated or its, threae, dignified and serges as the plain of Thebes. It is a column, the period of the figure is covered with inscriptions of the Greek and Bonaus travelers, vouching that they had listened to the wild sunrise muledy. The learned and ingusies Mr. Wilkinson, who has resided at Thebes upwards of ten years studying the monuments of Egypt, appears to me to have solved the mistry of this music. He informed me that having ascended the statue, he discovered that some metallic substance had been inserted in its breast, which, when gruck, emitted a very melodious sound. From the attitude of the statue, a Triest might easily have ascended in the night and remained completely conceased behind the mighty arms, while he struck the breast; or, which is not improbable, there was some secret way to ascend now blocked up, for this statue, with its companion, although now isolated, were once part of an enormous temple, the plan of which may yet be traced. Thanks to the Phoretic system, we now know that this musical statue is one of Amunoph the Second, who lived many centuries before the Trojan war. The truth is, the Greeks, who have exercised almost as fatal an influence over modern knowledge as they have a beneficial one over modern taste, had go conception of any thing more ancient than the Trojan war, was the squabble of a few sharesuding cians.—[Egyptian Thebes.]

PORTRY.

[From the Traveller & Times.] ADAM AND EVE.

" A thing beyond all praise." "A thing beyond all praise."—Prior.

Who can reproach thee, Adam, with the crime
That drove thee forth from Eden, if the brow
Of her who woo'd, and sued thee at the time,
Was heavenly as the record beaming now
Prom out the web before me! and if thou
Wert such as I am, thy degen rate see,
Forc'd (reckless—fame—hope—reason—heaven,) to be
When beauty claims her dower—believe me—one
Who, placed authou wertplaced, had done as thou heat de

Who, placed as now wertplaced, had done as thou hest
O thou! O thou! whose spirit's sight could peer
into the heaven of beauty, and draw forth
Such lips—and eyes—and soul, as we have here,
Again to pout—and beam—and burn en earth—
Say, are they truly of immortal birth,
Or born within thy hoson? If the last,
I cannot find a word to speak thy worth,
But whichsoe'r they are, affice thou hast
The tribute of my heart, where e'er thy home be cast.

The tribute of my heart, where e'er thy home be complete the property of the mystic spring; Sketching the glories of the mystic spring; When the young Queen of Music came the way, And bared her beauties to his penching. For oh! there's music in them—and to sing Their sovereign triumph o'er the soul, should be The task of some born monarch of the string! Whose tongue could utter what his eye might see, Weaving his glowing song from that rich drapery.

Weaving his glowing song from that rich drapery.

Milton has sung that of the heavenly race
Of women! Eve was heavenliest—truelto this
There is a glory in that imag'd face,
Unknown to—mercy!—I have sang amise—
But let it go—that peerless brow to kiss,
Were it invested with a soul as fair,
Man might forego th' anticipated bliss
Of fifty Edens, for a world of care,
Even heaven itself were such to light his exile there.

Even heaven itself were such to light his exile at And see the father of our race is there. Looking, as he should look before the fall, Proud of his hopes, his home, and garden fair, But prouder of his lady far than all, His very pride bespeaks his spirit's thrall, And woman all triumphant—still his eye Looks wav'ringly to heaven—perchance to c; His God's assistance down—and now that sighther the property can was breather—'tis done—hope—h

The very canvass breathes—'tis done—hope—heaven— Now turn we to the hour, when sin first flung Her blight around creation—up my soul! Mount on the storm which tears that scene among, Froclaiming man's diagrace, and nature's dole— Hark! how the lightnings mas—the thunders roll— The wounded pine tree groans, uptorn and rent, The infant whirlwind rushes from its goal, Curling the startled waters in its bent, And all is storm, and gloom, and light, and beauty blen

And all is storm, and gloom, and light, and beauty blent
And see the taway monarch of the wood,
Claiming the sov'reignty, which after time
Awards to his descendants. Lo! the flood,
Adding its terrors to that hour of crime—
Btorm, flood, and thunder, meet in war, sublime,
Hurling confusion round them—Earth groans out,
Mourning the havo of her harvest prime,
The torrent meets the ocean with a shout—
Hills totter,—mountains barst,—and horror reigns thro
Wes what is nature's bustle?—what the war

Hills totter,—mountains burst,—and horror reigns through
But what is nature's bustle?—what the war
Of floods and whirlwinds—all that tongue can teil?
There's something more tremendous—deadlier far,
In the blanch'd cheek—strain'd eye, and torturing swell
Of Adam, on the moment that he feil.
O Heaven! what hand could trace such wild despair
The look is worthy of the loss—tho' heil
Had cloe'd on him that moment, and laid here
The lils of after time piled up in mountains there.

The lils of after time piled up in mountains there.
But still there is one feeling lingering yet
Of former joy—'its love for her who kneels
In ruin at his feet—their eyes have met
In love's despair, and that wild glance reveals
What each conceives and dreads, and hopes, and feels
She looks alone to him for hope—and he,
Reckless of the wild whirt that round him reels,
And reckless of its cause, too, bends his knee,
Losing each other thought in his love's agony.

Ann recurred the thought in his love's agony.

But this is not a picture—'tis the life
Leaping about the canvass—every track
Proclaims some movelty, with action rife,
Waters that lash and roar—the whirlwind's rack—
Hark! heary poot the rocking pine-tree.crack,
Spile by a fire-shaft in its sweep of pride?

Lo, see the light kindling the lion's back—
Glidding the forms of Adam and his bride;
And bearing rage, and storm, and life, on every side.

J. M. M.

• "From Chinders's warbling fount, I came."-[Moore.]

BAIASS OF BEAL ESTATE AT AUCTION

By James Bloecker & Sons, since 1st Merch.

The three story brick buildings and 3 years lease of 3 lots on Croeby street, between Grand and Howard streets, each 35x774, sold for.

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Two story brick house and lot 43 Ann street, lot 24:8 x125:3.

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Three lots of ground on lease from Saliore Snug Harbor, on 8th street, 25x190—each \$500.

1 do do do 25x54.

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To the Mechanics of the United States In this populous and enlightened country, almost every description of persons can obtain knowledge and am ment, connected with their peculiar pursuits, through the Medium of the Journal or Magazine especially devoted to their interests. The Theologian, the Farmer, the Philosopher, the Sportsman, and even the Plough-Boy, has each his journal, where he can find a record of the passing events of the day, connected with his peculiar avocations, and recreation. Hitherto, the Mechanics (who form a large and most important portion of the community) have had no Journal to which they could turn, with the certainty of finding that information they desire—no periodical, of which they could with confidence say.

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Scientific Societies in this and other countries.

37 In order that the work might be produced to the entire satisfaction of those for whom it is designed, and with credit to myself, I have secured the aid of a gentleman who was for several years engaged in publishing the London Mechanics' Magazine—a work of great merit and extension, and which Dr. Berkbeck, the President of the London Mechanics' Institution pronounced as the most valuable gift the hand of science ever offered to the Artizan.

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D. K. MINOR, 35 Wall street, New-York.

(CAN GARDENER'S MAGAZINE. Whole number, Vol. 6. New Series, Volume Frast. No. 1, for January 1833, is just published. This is an Agricultural periodical, published menthly, containing 38 large quarto pages of three columns each, devoted particularly to Agriculture, Horticulture, &c. It will also contain much interesting matter upon other subjects, such for instance as road making and repairing, together with steam carriages for common roads, with other modes of improving internal communication. Its main object, however, is to collect from those who cultivate the soil scientifically, and observingly, and to disseminate such information as may tend to improve the mode of cultivation throughout our widely extended country. No person will deay the utility of such a publication properly conducted; nor will any one doubteme when I say that such a paper cannot be properly conducted and handsomely executed, without an extensive circulation and prompt payment to meet its expenses.

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This is an small agricultural paper, designed more particularly for those who do not choose to take a more expensive work, and yet are desirous to understand how others mass age agricultural affairs. It will in a measure be confined to giving details of the practical operations of practical farmers, rather than the speculations of the more scientific. It will draw considerably upon the columns of the New-York Farmer and American Gardener's Magazine, as well as other agricultural publications. It will also give many interesting items of news and occurrences of the day, and descrete the street in items of news and occurrences of the day, and de-

other agricultural publications. It will also give many in-teresting items of news and occurrences of the day, and de-vote one page out of four to advertisements, if required. Terms, \$1.50 per annum, in advance, to single subscri-bers; or twelve copies will be sent for \$15, if paid is ad-sance. All communications for the American Plough-boy may be addressed to the Proprietor, D. K. MINOR.

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Compasses of various sizes and of su-

erior quality, warranted.

Leveling Instruments, large and small sizes, with high nagnifying powers with glasses made by Troughton, towher with a large assortment of Engineering Instruments, nanufactured and sold by E. & G. W. BLUNT, j31 6t 154 Water-street, corner of Maidenlane.

\$37 TOWNSEND & DURFEE, of Palmyra, Manufacturers of Railroad Rope, having removed their establishment to Hudson, under the name of Derfee & May offer to supply Rope of any required length (without splice) for inclined planes of Railroads at the shortest notice, and deliver them in any of the principal cities in the U. States. As to the quality of Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson and Delaware Canal and Railroad Company, Carbondale, Luzerne County, Pennsyl vania.

Hudson, Columbia County, New-York, January 29, 1833.

PAPER.

PAPER.
THE SUBSCRIBERS, Agents for the Saugerties Paper Manufacturing Company, have constantly on hand an extensive assortment of Royal, Medium, and Imperial Printing Paper, all made from first quality Leghorn and Trieste Rags. All contracts made after this date, will be furnished with 460 perfect sheets to the ream; and all seles amounting to over \$100, of Medium or koyal, out of that part of the stock which includes cassia quires, the purchasers will be allowed an extra quire of perfect paper to each double ream, with additional allowances to the publishers and the trade, who buy largely. The terms will be liberal. Apply to GRACIE, PRIME, & CO., 23 Broad Street.

PATÈNT RAILROAD, SHIP AND BOAT SPIKES.

PATENT RAILROAD, SHIP AND BOAT SPIKES.

(***) THE TROY IRON AND NAIL FACTORY keep constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and nowalmost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market. RAILROAD COMPANIES MAY BE SUPPLIED WITH SPIKES having countersink heads suitable to the holes in iron rails, to any amount and on short notice. Almost all the Railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

C All orders directed to the Agent, Troy, N. Y., will be punctually attended to.

HENRY BURDEN, Agent.

Troy, N. Y., July, 1831.

Troy, N. Y., July, 1831.

TOWNSEND, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 222 Water-street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

more: Degrand & Smith, Boston.
P. S. Railroad Companies would do well to forward their orders as early as practical, as the subscriber is desirens of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

J. Riid then

The principal works under contract, or in progress,

are, the Ithaca and Owego Railroad, length 29 miles.

Harlam Railroad, from Harlam, city of

RAILBOADS .-

[From the Journal of Commerce.]

-We have been permitted to copy from

the forth-coming New-York Annual Register of Mr. Williams for 1833, (to be published in April) the tollowing schedule of Railroad Companies incorporated N. York, to the Bowery, near Prince street by the Legislature of this State.

INCORPORATED RAILROAD COMPANIES METEOROLOGICAL RECORD. Albion and Tonawanda—from Albion to Batavia, incorporated in 1832, capital Auburn and Eric Canal—from Auburn AVOYLLE FERRY, ON RED RIVER, LOU. \$250,000 Latitude 31:10 N. longitude 91:59 W. from Greenwich, nearly [Communicated for the American Railroad Journal.] to Erie Canal, incorporated in 1832, cal hermometr 150 300 pital Aurora and Buffalo-from Aurora to Buffalo, incorporated in 1832, capital
Brooklyn and Jamaica—from Brook-300,000 Wind. Weather. 1833 เดา ä lyn to Jamaica, incorporated in 1832, ca-Tuesd, Jan 1 Wednesday, 2 Thursday, 3 Friday, 4 Saturday, 5 loudy morning—clear evi-loggy mornin—clouds all d clear—calm evening cloudy—clear evening 300,000 63 alm pital Buffalo and Erie-from Buffalo to Erie ւ. wuth 6 50,000 78 74 69 67 53 county, Pa. incorporated in 1832, capital Black River Company—from Rome to Ogdensburgh, incorporated 1832, capital alm 68 69 57 loudy Saurday, 5 64 68
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to Albany, incorporated in 1832, capital
New York and Erie...from N. York to
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Peneselver and Serstown Troy. cloudy - ram at night fair cloudy—rain in af ernoon fair cloudy—rain at night —light rain and very fair (cloudy NW SW W Rensselaer and Saratoga-from Troy to Ballston Spa, incorporated in 1832, 300,000 capital Ŀ -tain at night Rochester-from Rochester to Gene-The temai deceif this month has not been received. 30,000 see Port, incorporated in 1831, capital Saratoga and Fort Edward—from Saratoga Springs to Fort Edward, incorpora-MONTREAL, L. C Thermometer Barometer, 200,000 ed in 1832, capital Date Remarks Saratoga and Schenectady-from Sar-3 p m a.m. a.m. atoga Springs to Schuylersville, incorporated in 1832, capital D:c. lő x 20.19 100,000 enow enow 30.39 29.97 Schoharie and Otsego-from Schoha-. 21 2+.35 8 15 25 4 16 18 22 32 10 23 7 rie county to Susquehannah River, incar-30.37 23.50 30.49 50.43 porated in 1832, capital 300,000 Tonswanda—from Rochester to Atti-ca, incorporated in 1832, capital Utica and Susquehannah—from Utica .46 19.73 .74 80.11 500,000 .12 23.79 8 D G W .98 30.18 .03 .18 fair to Susquehannah River, incorporated in 1,000,000 1232, capital Warren County-from Glenn's Falls to fair-snow Warrensburg, incorporated in 1832, capital 2,500,000
Watertown and Rome—from Rome to 19 21 19 22 27 15 6 10 7 11 26 20 8 4 .16 .02 29.76 .19 .10 .36 .29 20.83 29.61 .15 .19 Watertown, incorporated in 1832, capital 1,000,000 BHU# _fetr fair Total, \$27,555,000 The Railroads at present in operation are, 20.18 .34 .24 .13 The Mohawk and Hudson from Albany to Schenectady
The Saratoga and Schenectady, from Schenectady to Saratoga Springs .35 .31 .02 15 miles 25. 26. 27. 21 do. 21.79 80.13 .63 hail—faic lair 29.93 30.07 These two Railroads form a continued line from " 30. .48 .62 -rain Albany to Saratoga Springs.

WARRIAGES.

Lust evening, March 12, by the Rev. Dr. Milnor, John Shith, of St. Louis, Missouri, to Penelore Herburn, daughter of the late Capt. Alexander McDougal, of this city.

Last evening, 12th of March, by the Rev. L. P. Bayard, Mr. JAMES WETHERSPOON, to ANN C., daughter of Dr. W. B. Painter, all of this city.

At States Island, on Wednesday evening last, by the Rev. David Moore, Mr. Epheraim Johnson, to Miss Addea Perrine, daughter of Richard Cocheron, Esq. all of that place.

In Washington, on Monday evening the 4th inst. by the Rev. Mr. Palicy, Hon. John King, of New-York, to Mrs. Sarah S. Brannan, of that city.

DEATHS.

This morning, after a short but severe illness, Mr. Thomas Drumgold, in the 31st year of his age. Yesterday afternoon, 12th March, after a short illness, in the thirteenth year of his age, James, youngest son of James Ches-

On Tuesday, the 12th inst., in the 41st year of her age, ALET-ra, wife of William Ryley.

On Sunday, the 10th inst. MARTHA ANKIS, wife of Edward H. Nellson, and daughter of William Osborn, in the 23d year of her age.

On Sunday morning, 10th inst. in her 71st year, Ann, widow of Capt. George Hunter, formerly of this city.

On Sunday night, Nicholas W. Stuyvesant, in the 63rd year of his age

On Saturday afternoon, 9th March, Gertrude Livingston, wife of Maj. Gen. Morgan Lewis, in the 76th year of her age.

On Sunday afternoon, (10th inst.) ELLEN, wife of Alexander Chartren, aged 26 years.

wife of Maj. Gen. Morgan Lewis, in the 76th year of her age.

On Sunday afternoon, (10th inst.) ELLEN, wife of Alexander CHARTEN, aged 20 years.

It me city, on the evening of the 9th inst., in the 76th year of hea age, Airs. Giventa TRUDE LEWIS, wife of Gov. Lewis, formerly Governor of this State, and sister of the late Chancellor Livingston. In recording the death of this peculiarly humble-minded Christian, there is little to lament for her sake, since life had long lost its relish, thro' that "isbor and sorrow" which so often waits upon advanced age, and which came upon her as she had just numbered her "three score years and ten: But it its due to a life more than ordinarily marked by humility, cheerfulness, and disinterested benevolence, to recal its earlier and more pleasing recollections, and to connect them with that unaffocted piety with which they were in her always united. Early attached to the Episcopal Church, she continued thro' life a regular attendant on its service—a tender-hearted hearer, and a zealous and faithful communicant. In the practical dutiesof the Christian life, few went beyond her in fidelity, none in humility—what she said was spoken in gentleness—what she did was done in kindness; and as her charties were always without ostentation, so they sometimes went beyond all ordinary measure.—Among the instances of that kind which fell within the knowledge of the writer, was that of a young foreigner, educated and highly traffined, but sick and friendless, whom she incidentally met during a sickly season in the city. He was immediately removed to the country—in her house he found a mother; and for months was nursed and watched over as a son, till death released him from his sufferings; and he died with blessings on his lips towards her who had been to him in the place of a mother, in a strange land. On all occasions her religion was one of love and peace: towards the poor it displayed itself in charity; towards her rived of the country—in her house he found a mother; and for months was nur

At Woodville, Mississippi, on the 9th Feb. last, Mr. EDWARD FELTUS, aged 29 years, son of the late Rev. Dr. Feltus, of this

city.

At Northampton, N. J., on the 22d of January last, SARAB, aced 17 years; and on the 3d of February, ELI, aged 28 years, daughter and son of Mr. Joseph Wells.

P. GRACIE, PRIME & CO., 32 Froad street, In hand the following Goods, which they offer for sale of an Arabic taxorable terms, viz.

2.91 or cases Marseilloa Madeira, entitled to debonture 100 cases White Hermitage

50 do. Bordenux Grave

4 cases Guin Arabic

2 caus Oil of Orange

5 cases Freuch Madder, ESFF

2 do. do. SFF

10 do Danish Smalle, FFFE; 20 do. Saxon do.

8 do. Small do.; 20 kegs Tartaric Acid

200 bales superior quality Italian Hemp

201 tons Oid Lead

300 barreis Western Canal Flour

500 do. Sea Island do.

20 do. Sea Island do.

20 do. Lechton Rugs, No 1.

100 do Tresus do. SPF

18 toxes Matarchino Cordials

30 ha Coney and Hares back Wool, for Hatters

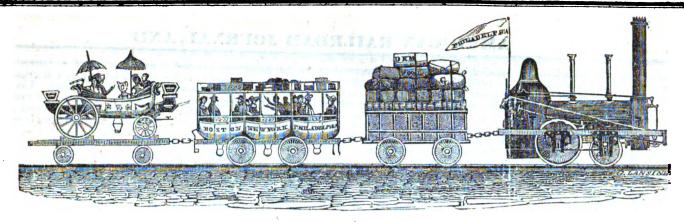
50 M. English Quills.

DRY GOODS, BY THE PACKAGE— TJ GRACIE, PRIME & CO., 22 Broad street, have n hand the following Goods, which they offer for sale on the

50 M. English Quille.

DRY GOODS, BY THE PACKAGE—
20 cares white modelark ground, fancy at dfull Chintz Prints, and new seyles received par Napoleou.
9 do, assisted colored Circassians
1 do, do, do, Merinos
5 do, Falum Lustrines
1 do, 35 meh Cravats
19 do, Jet black Bombazines
8 do, Printed border Handkerchiefs
2 do, White Diapond Quiltings
2 do Furniture Dimities
2000 pieces Engl. Brown Shirtings, 23 in.

entitled to debon-[ture.



AMERICAN RAILROAD JOURNAL, ADVOCATE INTERNAL IMPROVEMENTS.

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

D. K. MINOR, EDITOR.]

SATURDAY, MARCH 23, 1833.

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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, MARCH 23, 1833.

A word to the few who have not yet complied with our terms: Do you not perceive by the appearance of the Journal that our expenses have materially increased? You may rest assured that prompt payment only will enable us to carry it through the volume with its present appearance. To those who have paid for the current volume, and especially to those who have so kindly sent us the amount of two or more subscriptions, we tender our thanks.

. The Gentleman who returned one number, saving "my year is out," after ten numbers of the second Volume had been sent to him, is informed that it is received. He is also informed, that, under the circumstances where a particular request was made, that all who did not wish to he considered as subscribers would return the first number of the second Volume, he is in justice bound to pay for the Volume.

CANALS IN GREAT BRITAIN.—We commence in this number of the Journal a brief account of the numerous Canals in Great Britain. It will be found highly interesting to those who are engaged in similar improvements in this country, as it gives the length, breadth, depth, and cost of each, as well as the present value of the

Erratum.-In page 179, second column, and ninth line, for "1905," read "190."

NEW-YORK CANALS .- We perceive by the Albany Evening Journal the New-York canal commissioners have reduced the tolls upon the Erie canal. The Journal says, that, "This reduction was demanded by considerations which deeply affected the prosperity of the state. Rithan can be found of the same distance in any
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which threaten to divert the trade of the far | that this route can escape the notice of scientific West from our great commercial emporium."

THE CANAL OPENED .- On Saturday night the water was let into the Pennsylvania canal opposite this place. The canal is now filled with water from its junction with the Union canal, at Middletown, to Pittsburg. The Susque-hanna river has not been frozen over opposite this place during the season.—[Phil. Jubilee.]

The Commercial Herald, a new paper lately established in Philadelphia, has an excellent article on the public works of Pennsylvania, from which we extract the following facts:

l			A.	Iiles.
١	State Canals in operation	_		4791
ł	" to be finished this year -			1031
١	State Canals in operation " to be finished this year - Company Canals in use	-		2801

Grand Total of Canal Navigation in Penn- sylvania in 1834	8631
Besides the State will finish this year two Railroads, whose length is	

Total 9814

This does not include Railroads by private companies.

[From the Boston Morning Post.]

RAILROAD.—To merchants, men of capital, and all men of enterprise, interested in a good work both in New-York and in Boston.

Look on the map, and see the beautiful route for a railroad, and with comparative small expeuse, make a railroad from Providence to Stopense, make a rainroad from Providence to Sto-nington; then by 25 miles inland steam navi-gation (avoiding Point Judah) you arrive at the beautiful harbor of Greenport, where is good landing by a pier lately built for the accommo-dation of the whale fishery, and is a very flour-ishing place, situated on the east end of Long Island, (in New-York state,) and is a distance of about 100 miles from the city of New-York. of about 100 miles from the city of New-York; and being of a most excellent soil, it may be called the garden of that city; is level, and for thirty miles there is scarcely a stone to be seen, nor a rise of ten degrees from a level of the sea, and a paradise to travel through, affording every comfort and convenience of life; with a railroad the most distant farmers might send the ocean, and forms a more favorable surface ters individuals and corporations from embarking for the construction of a railroad, (it is believed,) their funds in the undertaking—Therefore,

men, and men friendly to improvement, public benefit, and their own interest. people of this favored island need waking up, and calling their county conventions for the purpose of obtaining a grant for a Railroad through the centre of the island—the extreme breadth of which is about 20 miles; the purpose of which is to unite the New-York and Boston travel through this most delightful land.

It is thought by a fair calculation that the speculation on the article of wood, (millions of cords may be bought) the profit of which would more than defray the whole expense of the railroad, were it to take place; and would be the straightest, nearest and cheapest, and best possible way to travel from New-York to Boston. summer or winter.

In addition to which, the produce of this rich soil, the most distant farmer or cultivator, may send fresh to market in the warmest weather.

No mortal ever witnessed a more beautiful scenery than may be found in traveling this route.

Then awake, New-York and Boston, and assist these good Islanders, that this good work may be accomplished, as it may be done, at an expence which would no doubt warrant great benefit to the stockholders; by a recent survey.

Pro Bono Publico.

We are indebted to a friend for a copy of the following bill, reported from the committee on internal improvements, to the house of delegates, and which we since learn has passed both hou-

A BILL, entitled a further supplement to the act entitled, An act to promote Internal Improvement by the construction of a Railroad, from Baltimore to the city of Washington, passed at December Session, 1830.

Whereas, it has been represented to the General Assembly of Maryland, by the Baltimore and Ohio Railroad Company, that there is a difficulty, in procuring the funds necessary to the construction of a Railroad from Baltimore to the city of Washington, under the original act to which this is a supplement, passed at December session, eighteen hundred and thirty, and the supplement thereto, passed at December session, eighteen hundred and thirty-one, arising from the option reserved to the State of Maryland, by New-York market. The inhabitants of this island are a very moral and industrious people. The average height of the island to New-York city is about sixty feet above the level of the cases and former of the cases and the cases are cases and the cases and the cases and the cases and the cases and the cases and the cases and the cases and the cases and the cases and the cases and the cases and the cases and the cases are cases and the cases and the cases and the cases and the cases and the cases and the cases and the cases and the cases and the cases are cases and the cases and the cases and the cases and th

by the oath or affirmation of the President or ington," must be made within six months after chief officer of the Baltimore and Ohio Railroad Company, that the sum of six hundred thousand dollars has been bona fide subscribed to the stock of the Baltimore and Ohio Railroad Company, of Baltimore and Washington, must be made to be applied to the construction of a Railroad within ninety days after the passage of this act: from Baltimore to the city of Washington, upon books to be opened for that purpose by the said Company, agreeably to the first section of the act, entitled "A supplement to the act, entitled An act to promote Internal Improvement by the construction of a Railroad from Baltimore to the city of Washington," the said Treasurer of the Western Shore shall subscribe, on behalf of the State of Maryland, the sum of three hundred thousand dollars, to the stock of the said Company, to be applied to the construction of a Railroad, from Baltimore to the city of Washington; the instalments on which sum shall be paid as est of four and a half per centum per annum, in the same manner, and upon the production of such proof as is required by the act passed at December session, eighteen hundred and twentyseven, entitled "A supplement to the act, entitled An act for the promotion of Internal Improvement," chapter 104.

Sec. 2. And be it enacted, That the whole amount which shall be subscribed by the State of Maryland, individuals, and corporations, to the Stock of the Baltimore and Ohio Railroad Company, to be applied to the construction of the said Railroad from Baltimore to the city of Washington, shall be considered as a separate and distinct stock for and during the space of sixteen years from declaring and paying the second half yearly dividend of the nett profits derived from the use of the said Railroad from Baltimore to the city of Washington, as provided in the ninth section of the supplement passed at December session, eighteen hundred and thirty-one, to the original act authorising its construction.

Sec. 3. And be it enacted, That the capital upon which the nett profits derived from the use of the said Railroad shall be apportioned, and which is to be taken and held as separate and distinct for the construction of the said Railroad from Baltimore to the city of Washington, shall be ascertained and estimated as is provided for by the fifth section of the said supplement, passed at December session, eighteen hundred and

thirty-one. Sec. 4. And be it enacted, That the right heretofore reserved to the State of Maryland, to hold the sum subscribed by it to the stock of the Baltimore and Ohio Railroad Company, to be applied to the construction of the said road from

same is hereby repealed.

Sec. 5. And be it enacted, That the Baltimore and Ohio Railroad Company, be, and it is hereby authorised to subscribe to all such portion of the stock necessary to complete the said road from Baltimore to the city of Washington, which may remain unsubscribed at the end of thirty days af-ter the books required to be opened by this act, and the acts to which it is a supplement, shall have been opened for general subscription; and the President and Directors of the said Baltimore and Ohio Railroad Company shall be, and they are hereby authorised to borrow, from time to time, any sum or sums of money which may be necessary to enable them to pay the instalments that may become due by them, on the stock so subscribed by them, for the construction of the said road from Baltimore to the city of Washington; and the said President and Directors are also hereby authorised to pledge the property and funds of the said company, as a security for the payment of any and every sum so borrowed, and stupenduous monument, whereby his memory is

the passage of this act; and the subscription auor the right to make such subscriptions shall cease and determine.

Sec. 7. And be it enacted, That the Baltimore and Ohio Railroad Company shall be entitled to charge and take for conveying each person the whole distance between the cines of Baltimore and Washington, not exceeding one dollar and

seventy-five cents.

Sec. 8. And be it enacted, That the Baltimore and Ohio Railroad Company shall pay to the large a supply of water could be drawn, as, even Treasurer of the Western Shore of Maryland, on the first day of January in each and every year, the navigation. But Mr. Brindley, with a strength for the use of the State, the sum of twenty-five called for by the said company, in certificates of cents for each person transported the whole dis-stock of the State of Maryland, bearing an inter-tance between the cities of Baltimore and Washington, by the said Company, during the year last preceding; and it shall be the duty of the President or chief officer of the Baltimore and ing itself, but by the passions and prejudices of Ohio Railroad Company, to report on oath or af interested individuals: and the admirable mafirmation, to the General Assembly, on the 1st day of January, or as soon thereafter as the said Assembly shall convene, in each and every year, the number of persons transported the whole distance between the cities of Baltimore and Washington during the preceding year.
Sec. 9. And be it enacted, That the times

limited in the eighth section of this act, entitled, a supplement to an act to promote Internal Improvement, by the construction of a Railroad from Baltimore to the city of Washington, for the commencement of the actual construction of the said road from Baltimore to the city of Washington, be extended to eighteen months from the

passage of this act.

Sec. 10. And be it further enacted, That all such parts of the original act, and the supplement thereto, as are at all inconsistent with the provi-sions of this act, be, and the same is hereby repealed.

[From Partington's British Cyclopædia.]

CANALS OF GREAT BRITAIN .- The English were a century after the French in commencing the construction of canals upon a large scale. The first considerable work of this description was the Sankey Canal, for which an act of parliament was passed in 1755; the object of the act being the improvement of the navigation of Sankey Brook; which plan was afterwards changed to that of a separate canal of 12 miles in length. While the work on this canal was in progress Baltimore to the city of Washington, as a sepa-rate and distinct stock, so far as the same is in-consistent with the provisions of this act, and the vigable from Worsley Mill to the river Irwell, for the purpose of facilitating the transportation of coals from his estate to Manchester; but seeing the advantages of still-water navigation over that of a river, he conceived the project of a canal over dry land, passing the river Irwell by an aqueduct, and thus making a communication between his coal mines and the town of Manchester on one level. The plan was subsequently extended, and the duke, who lived 14 years after the commencement of the execution of his project (he died in 1772, at the age of 56), devoted his time and his fortune to the execution of this great work, with the assistance of an engineer distinguished for his genius. He diverted all his resources into this channel, and to enlarge his means for the undertaking, he limited his personal expenses to £400 a year, and is even sup-posed to have shortened his life in consequence of the toils and anxiety attendant upon so arduous an enterprise. It was a grand project, worthy of the sacrifices he made to it. the interest thereon.

Sec. 6. And be it enacted, That the subscription authorised to be made by the Mayor and City Council of Baltimore, under the act, entitled, "A supplement to the act, entitled an act to pro- morial of his genius and skill. The difficulties in the many and every sum subscription for the wealth and prosperity of our miles, ascent and descent 170 feet, or 6.8 per mile, breadth 20 feet, depth 3½; 17 locks.

Andover—from Southampton Water to Andover—from Southampton Water to Andover; made 1790, length 22½ miles, ascent and descent 177 feet, or 7.8 per mile. Has been par-

Western Shore of Maryland, shall be satisfied by mote Internal Improvement, by the construction he had to encounter are of so interesting a nathe exhibition of the list of subscriptions, verified of a Railroad from Baltimore to the city of Wash-lture, that we had better give a description of his ture, that we had better give a description of his labors somewhat more in detail. The principle laid down at the commencement of this business reflects much honour on the noble undertaker, as well as upon his engineer. It was resolved that the canal should be perfect in its kind, and that, in order to preserve the level of the water, it should be free from the usual obstructions of locks. But, in accomplishing this end, many difficulties occurred, which were deemed insurmountable. It was necessary that the canal should be carried over rivers, and many large and deep valleys, where it was evident that such stupendous mounds of earth must be raised, as could scarcely, it was thought, be completed by the labor of ages: and, above all, it was not known from what source so of mind peculiar to himself, and being possessed of the confidence of his great patron, who spared no expense to accomplish his favorite design, conquered all the embarrassments thrown in his way, not only from the nature of the undertaking itself, but by the passions and prejudices of chines he contrived, and the methods he took, to facilitate the progress of the work, brought on such a rapid execution of it, that the world began to wonder how it could have been esteemed so difficult. Thus ready are men to find out pretences for lessening the merit of others, and for hiding, if possible, from themselves, the unplea-sant idea of their own inferiority. When the canal was completed as far as Bar-

ton, where the Irwell is navigable for large vessels, Mr. Brindley proposed to carry it over that river, by an aqueduct of 39 feet above the surface of the water. This, however, being generally considered as a wild and extravagant project, he desired, in order to justify his conduct towards his noble employer, that the opinion of another engineer might be taken; believing that he could easily convince an intelligent person of the practicability of his design. A gentlemau of eminence was accordingly called in; who, being conducted to the place where it was intended that the aqueduct should be made, ridiculed the attempt; and when the height and dimensions were communicated to him, he exclaimed, "I have often heard of castles in the air, but never before was shown where any of them were to be erected." This unfavorable verdict did not deter the Duke of Bridgewater from following the opinion of his own engineer. The aqueduct was immediately begun; and it was carried on with such rapidity and success, as astonished all those who but a little before condenined it as a chimerical scheme. This work commenced in September, 1760, and the first boat sailed over it on the 17th of July, 1761. From that time, it was not uncommon to see a boat loaded with forty tons drawn over the aqueduct, with great ease, by one or two mules; while below, against the stream of the Irwell, persons had the pain of beholding ten or twelve men tugging at an equal draught: a striking instance of the superiority of a canal navigation over that of a river not in the tideway. The works were then extended to Manchester, at which place the curious machine for landing coals upon the top of the hill gives a pleasing idea of Mr. Brindley's address in diminishing labor by mechanical contrivances.

The following are the principal canals in Great Britain:—[Originally denotes the first assumed cost per share, where the actual cost is not as-

certained:]

-from Glamorganshire to Abernant; Aberdaremade 1793, length 7½ miles, ascent and descent 40 feet, or 5.5 per mile. Length of the boats, 12 feet; breadth, 5. Number of shares, 221; originally, 100%.

Aberdeenshire-from Aberdeen Harbor to Don River, at Inverary Bridge; made 1805, length 19

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tially abandoned. Number of shares, 350; orig-

inally, 100l.

Ashby-de-la-Zouch-from the Coventry Canal, at Marston Bridge, to an iron railway, 3½ miles long, at Ticknall; made 1805, length 40½ miles, ascent and descent 224 feet, or 5.6 per mile. 'I he in length ascent and descent 126 feet, or 4.8 per first 30 miles are level, forming, with the Coventry and Oxford Canal, a level of 73 miles, without including the branches. It has tunnels at Ashby-

Ashton-under-line, or Manchester and Oldham, and branches-from Rochdale Canal, at Manchester, to Huddersfield, at Duckenfield; made 1797, length 18 miles, ascent and descent 152 feet, or 9.4 per mile, breadth 33-15 feet, depth 5 feet; has 3 aqueduct bridges; boats of 25 tons burthen. Number of shares, 1760; average cost, 971. 18s.; price in 1833, 1201.

Barneslev and branches-from river Calder, below Wakefield, to Barnby Bridge; made 1799, length 18 miles, ascent and descent 120 feet, or 6.7 per mile; has 1 aqueduct bridge and 20 locks. Number of shares, 720; cost, 160L; price in 1833, 247l.

Basingstoke-from Wye to Basingstoke; made 1790, length 37 miles, ascent and descent 195 feet, or 5.3 per mile; has 72 bridges and 29 locks. Number of shares, 1650; cost 100l.; price in 1833, 5l. The Tingis branch is 5½ miles in length. The boats are of 45 tons burthen. It has a tunnel of 3 mile.

Birmingham—commences in the Birmingham and Staffordshire Canal, and terminates in the Birmingham and Fazeley Canal; made 1772, length 22½ miles, ascent and descent 204 feet, or 9.07 per mile, breadth 40 feet, depth 4½ feet. The boats are 70 feet long, and 7 wide, and of 22 tons burthen. Number of shares, 4000; originally, 171. 10s.; price in 1833, 2391. The tonnage is not to exceed 1½d, per mile.

Birmingham and Fazeley—from the Coventry Canal, at Whittington Brook, to Birmingham Canal, at Farmer's Bridge; made 1790, length 16½ miles, ascent and descent 248 feet, or 15 per mile, breadth 30 feet, depth 41 feet; has 44 locks;

boats, 22 tons burthen.

Brecknock and Abergavenny-from the Monmouthshire Canal to Brecon; made 1776, length 53 miles, ascent and descent 68 feet, or 2 per mile. There is, at Abergavenny, an iron railway a mile in length; at Wain Dew another 43 miles, and at Llangroiney another 12 mile. It has a tunnel of 220 yards, and 3 aqueduct bridges. Number of shares, 958; originally, 150*l.*; price in

Duke of Bridgewater-from the tide-way of the Mersey, at Runcorn Gap; and at Longford Bridge divides into 2 branches, one terminating at Manchester, the other at Pennington, near the town of Leigh; made 1758, length 40 miles, ascent and descent 83 feet, or 2 per mile, breadth 52 feet, depth 5. The whole lockage is the 83 feet at the Mersey, in rising from tide-water, by 10 locks.
This canal, with a part of the Trent and Mersey Canal connected with it, makes a level of 70 miles, 30 of which are on this canal. Mr. Cary states that there are about 16 miles of canal un-lers. der ground within the mountains at Worsley. It has 3 principal aqueduct bridges, and several Management and travelling expenses, smaller ones. Arched branches pass off from it at considerable distances, under the town of Man- Machinery, cast iron work, &c. chester, from one of which coals are hoisted up Quarries and masonry, to supply the inhabitants, which the proprietors, Shipping, successors to the Duke of Bridgewater, are bound Labor and workmanship, to furnish them at 4d. for 140 lbs.: an advantage Houses and buildings, to which much of the prosperity of that town has been attributed. The embankment over Stratford Meadows is 900 yards long, 17 feet high, and 112 feet wide at the base; that at Barton Bridge is 200 yards long, and 40 feet high. The tonnage is 24. 6d.

Bristol and Taunton—from Taunton Bridge Add, to complete the dredging, to the mouth of the Avon, below Bristol; price

in 1833, 701.; length 41 miles.

Caistor-from Anchole to Cuistor; made 1793, to be 25, the canal cost 36,500l. per mile. length 9 miles.

Caldon and Uttoxeter—a branch of the Grand Tellord, Esq.

runk Canal. terminating at Uttoxeter; 28 miles Cardiff, or Glamorganshire—from a sea-basin Trunk Canal, terminating at Uttoxeter; 28 miles

lmile. Caledonian—made 1822, 217 miles in length, ascent and descent 1905 feet, or 8.6 per mile, breadth 40 bo., depth 20. This stupendous de-la-Zouch and Snareton (the length of the two breadth 40 bo., depth 20. This stupendous is 700 yards), and an iron railway, 6 miles in canal passes through a chain of lakes, or locks, length, to the Cloudshill mines. It has 2 aque- and narrow arms of the sea; and by making duct bridges. At Boothorpe, a steam-engine is erected, to convey the water to a feeder for the summit-level. Number of shares, 1482; cost, price in 1833, 741. excavation 25 miles, with a lockage, up and down, of 190 feet), an interior navigation of 250 miles is opened across the central part of Scotland, from the Murray Firth, on the eastern coast, to Cantyre on the western, and about opposite to the northern coast of Ireland; being one-half of the distance of the navigation between the same extreme points. round the northern coast by the Orkneys. has 27 locks, including the tide locks, one of them 170, but most, if not all the others, 180 feet long, and all forty feet wide, thus opening a ship navigation through the midst of the country, ris ing, at the summit level, 94 feet above the tidewater of the eastern coast, and 961 feet above that of the western, showing the ocean to be 2½ feet higher on the eastern. At Fort Augustus, where it leaves Loch Ness in a northgastus, where it leaves Loch Ness in a north-westerly direction, this canal is cut through the glacis of the fortification, thus adding to the mil-glacis of the fortification, thus adding to the mil-sole; price in 1833, 2l. 10s. itary defences as well as to the appearance of the fort, which, with the five locks of masonry rising behind, presents a grand combination of civil ascent and descent 80 feet, or 4.4 per mile, breadth and military engineering amid romantic mountain scenery. From Lock Ness, passing in the westwardly direction of the canal to Loch Oich, 13 mile, the land is 20 fect above the water line which, with the depth of water in the canal, makes an excavation, in this distance, of 40 feet in depth, with a bottom of 40 feet in breadth. To save rock-cutting, in descending, in the westwardly direction, as before, from Lock Oich to Loch Lochy, the natural difference of the surfaces of the two lakes being 22 feet, the whole area of Loch Lochy, which is 10 miles in length and 1 in breadth, is raised 12 feet. In the last 2 miles, before the canal in its westerly direction enters Loch Eil, there is a descent of 64 feet, which is passed by 8 connected locks, each 180 feet long by 40 in breadth. These locks are descent 125 feet, or 6.6 per mile. The boats founded on inverted arches, exhibiting a solid and continuous mass of masonry 500 yards in length and 20 yards wide, in which no flaw has yet been discovered. The gates are of cast iron. This system of locks has received the fanciful or 8.6 per mile, breadth 44-24 feet, depth 4 feet, appellation of Neptune's Staircase; and the ap- Number of shares, 600; cost, 1101.; price in 1833, pearance of large vessels, with their masts and rigging, descending these stupendous locks, from the hill towards Loch Eil, is most majestic and imposing, exhibiting a striking instance of the triumph of art. In the distance of 8 miles, from Loch Lochy to tide water in Loch Eil, the canal in passing along the north-westerly bank of the river Lochy, crosses, by aqueduct bridges, three large streams and 23 smaller ones. Since the construction of this canal, upwards of a million of forest trees have been planted along its bor-The cost of this great national work was,

£29.000 68,600 121,400 195,800 11,000 Purchase and damage of land, Horse labor, 3,000 4.000 2,000

905,300

Burrowstonness-made 1790, length 7 miles. || Assuming the number of miles operated upon was constructed under the direction of Thos.

> on the Severn, near Cardiff, to Merthyr; made 1775, length 25 miles, ascent and descent 600 feet, or 24 feet per mile; is connected with various rail-ways, one of which is 26% miles long. Number of shares, 600; cost, 1721. 13s. 4d.; price in 1833,

> Chester—from the Dee, at Chester, to Nant-wich, where it communicates with the Whitchurch branch of the Ellesmere canal; made 1775, length 17½ miles, ascent and descent 170 feet, or 9.7

Chesterfield-from the Trent at Stockwith, to Chesterfield; made 1776, length 46 miles, ascent and descent 380 feet, or 8.2 per mile; has 65 locks and 2 tunnels, together 2850 yards long, and 9½ feet wide. 'The lower part of the canal is navigable for boats of from 50 to 60 tons burthen, and the higher, being but 26 or 28 feet broad, is navigable for boats of only 20 or 22 tons burthen. These boats are 70 feet long and 7 feet broad. Number of shares, 1500; cost 100l.; price in 1833, 176l.

Coventry—a part of the line of canal between London and Liverpool; made 1790, length 27 miles, ascent and descent 96 feet, or 3.6 per mile;

price in 1833, 680l.

Crinan-from Lake Gilp to Lake Crinan; made

Cromford—from the Erewash canal at Langley, to Cromford; made 1794, length 18 miles, 26 feet. It has several tunnels, and passes the river Derwent by an aqueduct 200 yards long and 30 feet high. The arch over the chan-nel of the river is 80 feet broad. Another aqueduct over a branch of the Derwent is 200 yards long and 50 feet high. Each aqueduct cost about 30001. Number of shares, 460; cost, 311. 2s. 10d.

Croydon-from Grand Surry Canal to Croydon; made 1801, length 94 miles, ascent and descent 150 feet, or 15.8 per mile. It has 23 locks. Number of shares, 4546; originally, 1001.; price in 1833, 11.

descent 125 feet, or 6.6 per mile. The boats are from 50 to 60 tons burthen. It has two branches of 3½ and 1½ miles in length.

Derby-from the river Trent to Derby; made 1794, length 9 miles, ascent and descent 78 feet, Number of shares, 600; cost, 110l.; price in 1833, 140l. It has a branch, the Erewash, 84 miles in length.

Dorset and Somerset-from the Kennet and Avon canal to the river Stour; made 1803, 42 miles in length; has a branch 9 miles long.

Dublin and Shannon-from Dublin, at the mouth of the Liffey, to the river Shannon, near the town of Moy; made 1776, length 654 miles. It passes 24 miles across a marsh, in which the absorbing nature of the soil rendered the work enormously expensive.

Lawton branch—length 21 miles.
Miltoun branch—length 7 miles. Bog of Allen branch-length 3 miles. Edenderry branch-length 1 mile.

Kildare branch—length 6 miles.

Dudley—from the Worcester and Birmingham canal; made 1776, length 101 miles, ascent and descent 35 feet, or 3.5 per mile, depth 5 feet. It has 61 locks; 3 tunnels, one 3776 yards in length, another 623 yards, and the other 2926 yards, all 13½ feet wide; and near one of them, the Laplat tunnel, it passes 9 locks, nearly contiguous. Number of shares, 2060; originally, 100l.; price in 1893, 147l.

Stourbridge branch—length 2 miles.

Dudley branch—length 1½ miles. Edinburgh and Glasgow—length 50 miles. 7,200 £912,500 This canal is proposed to commence at Leith, in

price in 1833, 751.

Erewash-from the Trent to Cromford canal made 1777, length 113 miles, ascent and descent

181 feet, or 15.4 per mile; price in 1835, 75l.

Fazeley—made 1790, length 11 miles. Is a part of the Liverpool line, joining the Grand Trunk with the Coventry Canal. It is entirely level. The Fazeley and Birmingham, and the Birmingham, are continuations of this.

Forth and Clyde-from the tide-water, at the junction of the river Carron with the Forth, to Glasgow; made 1790, length 35 miles. It was the first considerable work of the kind undertaken in Scotland, having been commenced in 1777, and completed in 1790. It ascends, from the Forth to the summit, by 20 locks, 156 feet, in 101 miles, and keeps this level 18 miles, to Glasgow, and, one mile beyond that city, terminates in the Monkland Canal basin. About 24 miles north of the port of Dundas, near Glasgow, a branch of the canal passes off 83 miles, crossing the Kelven by a magnificent stone aqueduct, to the tide-water at Bowling Bay, to which it descends by 19 locks, 74 feet in length, and 20 in breadth. When full, it has 8 feet of water; price in 1833, £540.

Glasgow, branch of the above, length 24 m.

Foss Dyke—from the Trent, at Torksey, to the Witham; length 11 miles. It is a level.

Glasgow and Saltcoats-made 1812, length 334 miles, ascent and descent 168 feet, or 5 per mile.

Glenkenns-from the Dee, at Kirkcudbright to Dalry; made 1802, length 27 miles.
Gloucester—a channel for ship navigation

to avoid the windings of the Severn from Berkley Hill, where it leaves that river, to Glouces ter, where it joins the river again; made 1793, length 181 miles, depth 15 to 18 feet. Number of shares 1960; price in 1824, £100, and a loan of £60 per share, making the investment £160 per share.

Hockcrib, branch of the above, length 2 miles, breadth 70 feet, depth 15 to 18 feet.

(To be continued.)

[From the Philadelphia Commercial Herald.] PHILADELPHIA AND TRENTON RAILROAD. our paper of Friday we furnished a list of railroads in Pennsylvania actually finished, or in a train for early completion. Among others we mentioned the Philadelphia and Trenton Reilroad, as one upon which operations were about to commence

Frequent inquiries having since been made in reference to that work, we have taken pains to ascertain the particulars as to its present situa. tion, its prospects, and its probable advantages to the public and the stockholders. We have ascertained to our satisfaction that the work is certainly going on. That the grading of the Road for a double track the whole distance, and the construction of all the Bridges on the line is actually under contract, and to be completed ready for the laying of Rails by the first day of January next. The Engineers are now busily employed in staking out the work, which will be commenced as soon as the weather will admit. That the timber and stone are actually being procured for the Bridges, and that satisfactory arrangements have been made for damages, with a number of individuals owning property along the Line, and their several claims promptly paid by the Company; and that further agree-ments for damages are daily entered into, entirely to the satisfaction of all the parties concerned. That it is the intention of the Company to economize as far as consistent with utility, in the construction of the work, and in accordance economize as far as consistent with utility, in the construction of the work, and in accordance with these views, they will lay a single track of wooden superstructure on the most approved plan and of the best materials, using the flat or pleasure travelling.

*This will be deemed a moderate estimate when the fact is known, that about \$12,000 was received on the the same time take out the nuts, put a little picks his horses' feet every night, he shout the same time take out the nuts, put a little picks his horses' feet every night, he shout the same time take out the nuts, put a little picks his horses' feet every night, he shout the same time take out the nuts, put a little picks his horses' feet every night, he shout the same time take out the nuts, put a little pick his horses' feet every night, he shout the same time take out the nuts, put a little pick his horses' feet every night, he shout the same time take out the nuts, put a little pick his horses' feet every night, he shout the same time take out the nuts, put a little pick his horses' feet every night, he shout the same time take out the nuts, put a little pick his horses' feet every night, he shout the same time take out the nuts, put a little pick his horses' feet every night, he shout the same time take out the nuts, put a little pick his horses' feet every night, he shout the same time take out the nuts, put a little pick his horses' feet every night, he shout the same time take out the nuts, put a little pick his horses' feet every night, he shout the same time take out the nuts, put a little pick his horses' feet every night, he shout the same time take out the nuts, a little pick his horses' feet every night, he shout the same time take out the nuts, put a little pick his horses' feet every night, he shout the same time take out the nuts, put a little pick his horses' feet every night, he shout the same time take out the nuts, put a little pick his horses' feet every night, he shout the same time take out the nuts, put a little pick his horses

They hope also to have a portion of the Rails laid during the present season, and found their immediate expectations of realizing a reasonable

way passengers alone, exclusive of through passengers and transportation of goods between Philadelphia and New-York, was about \$106,000 Suppose of that sum \$40,000 was re-

ceived for way passengers going east-ward from New-Brunswick, and that the Union Line will take one half of the remainder, is 73,000 Leaves the balance for the Philadelphia 33,000 and Trenton Railroad

Add for carrying the mail and mail pas-7,000 sengers

3.000

1,000

6.300

5.000

15,300

60,000

for stage passengers in the Easton and New-Hope River Line for stage passengers in the Newtown and Attleborough Line

for carrying all the passengers be-tween New-York and Philadelphia in winter, say 50 each way or 100 per day for 63 days, allowing the steamboat to run 250 days (Sunday's not included) at \$1 each

ransportation during the same time

*Pleasure excursions to Frankford, Holmesburg, Cornwell's, Bristol, Mor-risville and Trenton Business Travel and Transportation of Goods between Philadelphia and 12,000 Goods between Philadelphia and Frankford, Holmesburg and other places on the Line, heretofore done by stages and waggons

Probable aggregate Receipts
From which deduct Expenses: Cost of Locomotives and Care \$15,000 20 per cent. interest on this sum

3,000 Expenses of running Locomotives at \$20 per day 7,300 Repairs and superintendence of Roads 5,000

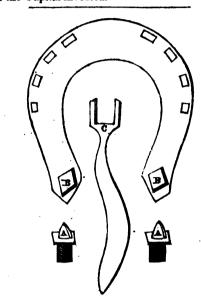
Deduct Interest on Capital of \$400,000 at 6 per cent.

Surplus, **8**36,000 Allowing a dividend of 15 per cent. on \$400,

000 of Capital. The inducements for the Company to go on with the work, held out by this statement, so far exceeded our expectations, that our first impression was to doubt the whole of it, and set it down like some other calculations of the present day, as looking very well on paper, but having no practical reality. But after a careful examination of the several items of which it is composed, and from subsequent inquiries, diligently made of persons who have the best opportunity of knowing their correctness, we could not resist the conviction that if it contained any errors they were on the safe side. In addition to this, it may not be improper to observe, that with the exception of 63 days in win-

the Forth, and terminate in the Clyde at Glasgow.

Ellesmere, and Chester, and branches—made 1804, length 109 miles, ascent and descent 755 the first constructed in England for agricultural purposes, as well as trade. It has 1262 yards of tunnelling. Number of shares, 3575; cost, 1931.; cidental expenses, cannot exceed three hundred proposes as the constructed in England for agricultural purposes, as well as trade. It has 1262 yards of tunnelling. Number of shares, 3575; cost, 1931.; cidental expenses, cannot exceed three hundred right of choice between them, it follows that and Southern over the number of the contraction of carrying way passengers alone, not one through passenger between New-York and Philadelphia being taken into the account. Now as there will certainly be two routes between those two cities, and as it is as certain or turn outs, including damages and all other into the public will exercise their undoubted right of choice between them, it follows that a projection of carrying way passengers alone, not one through passenger between New-York and Philadelphia being taken into the account. Now as there will certainly be two routes between those two cities, and as it is as certain that the public will exercise their undoubted right of choice between them, it follows that a projection of carrying way passengers alone, not one through passenger between New-York and Philadelphia being taken into the account. and fifty thousand dollars, or at the utmost four portion of the through travellers will take this hundred thousand. whole, (judging from the amount heretofore received for through passengers,) this portion of the Line would receive \$21,000 in addition income for the capital invested in the construction of the Road from calculations of this kind:
The amount received by the Union and Citizens Lines, jointly, during the year 1831, for



Improved Horse-Shoe. By T. P. [From the Voice of Humanity.]

SIR,-I was lately travelling in a coach, early in the morning; it was one of those mornings which are so distressing to smooth-shod horses. In the night there had been a considerable fall of sleet, with a little rain, and this fall was im-mediately followed by a very hard frost, so that the road was one complete sheet of ice. Coming on so suddenly, there was no time to get the horses rough-shod, and their consequent suffering was great. They were down and up, first one and then another, all the way.

In order to get up one little hill, all the pa sengers were asked to get out and off from the coach, and even then it was with the greatest difficulty that the coachman could force the horses up. He was obliged to "lash them into madness;" sometimes two were down together, and once all four were down at the same time, and once all four were down at the temp.
they were in a pitiable state of exhaustion, the
sweat literally running from them as though warm water had been poured on their backs, although so cold a morning.

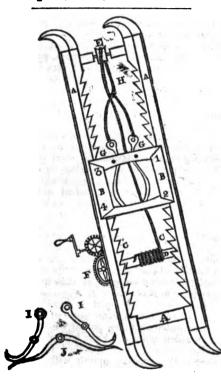
It struck me at the time that it would be easy It struck me at the time that is well to make horse-shoes which might be turned tap, as it is termed, in a few minutes. I send your appropriate publication a drawing of the sort of shoe which I have invented.

The two steel nuts marked B are made bear The two steel nuts marked B are made barrely a quarter of an inch high, about one-eighte and a half, and worn in the winter when the roads are not slippery. When the frost council and you wish the horse turned up, or more party speaking, rough-shod, you take out two nuts marked B by means of the spanning marked C, and put in the two steel nuts marked A. The whole is done in a few minutes of the whole, the veterinary surgeon of the town, has letely shod some horses in this party. town, has lately shod some horses in this and it answers well. When the groom or on picks his horses' feet every night, he should the same time take out the nuts, put a little or grease to them, and serew them in

of nuts, that as they wear down they may be replaced; and they must not be permitted to wear down lower than that state in which they can be turned out by the spanner. The pre-vention of the very injurious effects upon the feet of horses by their shoes being taken off and turned up (often required from frost in a day or two after they have been newly shod) is worth consideration, to say nothing of its being done in haste and the foot often pricked.

Above all this, rational humanity and kindness to those docile, useful, and noble animals, should be our main object. Let them ever be considered as gifts from the Almighty Creator, for our use and comfort, and let them ever be treated with gentleness. Indeed, I believe they are seldom ill-treated but by men of vulgar minds, unthinking or uneducated; or, if educated, their education not based on Christian principles, and, without that base, I hold all education defective, if not mischievous.

Birmingham, Feb. 9, 1832.



Improved Cellar Steps. By R. Gooch. [From the London Mechanics' Magazine.

SIR,-The prefixed is a rough sketch of a machine, which was invented by me a few years ago, for the purpose of raising casks out of cellars. A model of it was sent to the Mechanics' Institution of this city, and purchased by it—at a price, however, which rewarded me very inadequately for the trouble the invention had cost me. The advantage of this machine over those in common use is, that provided a rope should break or slip by accident, no injury can be sustained, either to the goods or to the person employed, which now too often occurs.

AAA is a strong wooden frame, of such size and length as may suit the work or place it is intended for. The inside of the frame is rabbited, and covered with an iron plate CC, which plate is notched, and acts as ratches on each side the machine. On these slide at liberty another wooden frame or carriage BB, and at the corners, marked 1, 2, 3, 4, there are four friction-rollers, to give freedom to its working on the plates. GG are two palls, fixed on the carriage BB, shown at II. The spring J makes the palls keep to the work and act upon the ratches CC. H is a rope, which is attached to the tails of the palls, and passes over the pul-H is a rope, which is attached ley E, and is continued to, and fastened on, the roller D, which being put in motion by the winch and wheels F, will, with equal ease and safety, either raise the carriage, or let it down. Should a rope break, the palls will immediately act and stop the carriage.

[From the Albany Argus.] REDUCTION OF CANAL TOLLS.—We publish this morning the Rates of Tolls on the New York Canals, as revised and established at the present session of the Canal Board.

It will be seen by comparing the present rates with the tolls heretofore charged, that important reductions have been made upon many of the leading articles transported upon the canals. Flour, salted beef and pork, butter and cheese, beer and cider, heretofore charged at 7 mills per 1000 pounds per mile, are now reduced to 5 mills: The tolls upon stoves and all other iron castings, are reduced from 14 mills to 10 mills: whest, and other agricultural productions reduced from 7 to 5 mills: merchandise, and all articles not enumerated passing from tide wa ter, heretofore charged at 14 mills, are reduced to 12 mills: all non-enumerated articles passing towards tide water, are reduced from 7 to 5 mills per 1000 pounds per mile.

The subject of modifying the tolls, in order to pre-

vent a diversion of the trade from the Eric Canal through the Welland Canal, and otherwise, has been urged upon the consideration of the Canal Board for several years, by those who are interested in the business upon the Eric Canal. After the most mature reflection upon this subject, those to whom the legislature have delegated the authority of regulating the tolls, have become satisfied that the time has arrived when it is proper, if not necessary, to reduce the tolls, in order to secure to our own cities, and to the whole line of the Erie Canal, the business and benefits of the trade of the great West.

The rate of reduction, operating upon the quantity of articles which were transported upon the canals in 1832, would diminish the aggregate amount of toll, a hundred thousand dollars, or perhaps one hun-dred and twenty-five thousand. This sum may or may not be made up, by an increase of the articles transported, consequent upon a reduction of the tolls.

Rates of Toll.

At a meeting of the Canal Board, at the Comptroller's office in the city of Albany, on the 9th March, 1833, the following rates of toll were established in

li	eu of all rates heretofore established by this l	Bo	arc	1:1
	Provisions.			
N		18. 1	m.	tr.
1	On flour, salted beef and pork, butter and cheese, beer and cider, per 1000 pounds			
	per mile,	0	5	0
2	On bran and ship-stuffs in bulk, p. 1000	_	_	
	pounds p. mile,	0	5	0
	Iron, Minerale, Ores, &c.			
3	On salt mnufactured in this State, p. 1006			
	pound p. mile,	0	2	3
4	On foreign salt, p. 1000 pounds p. mile,	5	0	0
5	On gypsum, the product of this state, p. 1000			
	p. mile.	0	2	5
6	Ou brick, sand, lime, clay, earth, leached			
	ashes, manure and iron ore, p. 1000 p.			
	mile,	0	2	5

On pot and pearl ashes, mineral coal, charcoal, pig iron, broken castings and scrap iron p. 1000 pounds p. mile, On stove and all other iron castings, going to or from tide water, p. 1000 pounds p. 9 On copperas, going towards tide water p. 1000 pounds p. mile, 0.5.0

10 On bar and pig lead, going towards tide water, 1000 pounds p. mile, 0 5 0 Fure, Peltries, Skins, &c.

11 On furs and peltry, (except deer, buffalo and moose skins,) p. 1000 pounds p. mile, 12 On deer, buffalo and moose skins, p. 1000 pounds p. mile, On sheep skins and other raw hides of domestic animals of the U. S. p. 1600 0 7 0

pounds p. mile, 14 On imported raw hides of domestic and other anmals, p. 1000 pounds p. mile, 100 Furniture, 4e.

15 On household furniture, accompanied by,

and actually belonging to, families emi-grating north or west, p. 1000 pds. p. mile 0 5 0 On carts, wagons, sleighs, ploughs and mechanics' tools, necessary for the owners individual use, when accompanied by the owners, emigrating north or west for the purpose of settlement, p. 1000 p. mile, 0 5 0

Stone, Slate, de.
On slate and tile for roofing, and stone 0.5.0 ware, p. 1000 pounds p. mile, 18 On all other stone entirely unwrought, p.

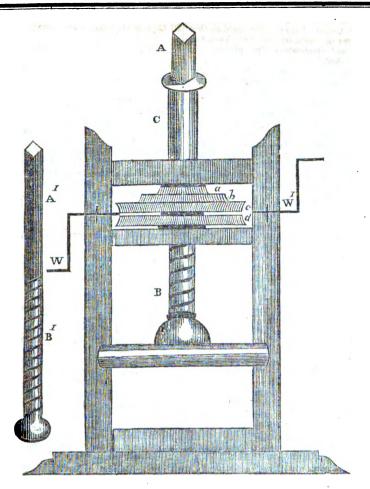
181 Lumber, Wood, 4c.
20 On timber, squared and round, p. 100 cub. feet p. mile, On the same, if carried in rafts, p. 100 cub. feet p. mile On boards, plank, scantling and sawed tim ber, reduced to inch measure, and all siding, lath, and other sawed staff, less than one inch thick, (except such as is enumerated in regulations numbered 24 and 33) p. 1000 feet p. mile, 100 23 On the same, if transported in rafts, per 1000 feet p. mile,
24 On sawed lath of less than 5 feet in length, split lath and hoop poles, rowing oars and broom handles, p. 1000 p. mile On staves and heading transported in boats p. 1000 pounds p. mile, 26 On the same, if transported in rafts, p. 1000 pounds p. mile, 27 On shingles, p. M. p. mile, 28 On the same, if conveyed in rafts, p. M. p. 050 mile. 29 On split posts and rails for fencing, p. M. p. mile. 30 On the same, if conveyed in rafts, p. M. p. milė On wood for fuel, (except such as may be used in the manufacture of salt, which shall be exempt from toll) and tan bark, p. cord p. mile, 32 On the same, if transported in rafts, per cord p. mile, 33 On sawed stuff for window blinds, not exceeding one-fourth of an inch in thick-070 ness, p. 1000 pounds per mile, Agricultural Productions. 34 On cotton, p. 1000 pounds per mile 35 On live cattle, sheep and hogs, p. 1000 lbs. per mile, 36 On horses, (each horse, when not weighed to be computed at 600 pounds) per 1000 pounds per mile, 37 On rags, p. 1000 pounds p mile, 050 38 On hemp and tobacco, going towards tide wa-er, p. 1000 pounds p. mile, 0 5 0 39 On hemp going from tide water, p. 1000 pounds p. mile,
40 On wheat and all other agricultural productions of this state, not particularly 070 specified, p. 1000 pounds p. mile, 0 5 0 Artieles not enumerated. 41 On all articles not enumerated or exce ed, passing from tide water, p. 1000 pounds p. mile, 42 On all articles not enumerated or exceped, passing towards tide water, p. 1000 pounds p. mile, Boats and Passengers 43 On boats used chiefly for the transporta-tion of persons, and navigating the Erie canal between Schenectady and Utica, per mile, 44 On boats used chiefly for the transporta tion of persons and navigating the Erie canal west of Utica, per mile, On boats used chiefly for the transportation of persons, and navigating the Champlain, or Champlain and Junction canal, p. mile. 46 On boats used chiefly for the transportation of persons, and navigating the Oswego canal, p. mile, 47 On boats used chiefly for the transportation of persons, and navigating the Cayu-ga and Seneca canal, and the lateral canal

to East Caynga village, or either of them p. mile, 48 On boats used chiefly for the transportation of persons, and navigating the Junction canal, and not connected with regular lines of boats for the transportation

of persons on the Erie or Champlain oa. nals, p. mile, On boats used chiefly for the transportation of property, p. mile, On each person over 8 years of age, trans ported in a boat used chiefly for the transportation of persons, p. mile, 51 On each person over 12 years of age, trans-ported in a boat used chiefly for the trans-0 2 0

portation of property, p. mile, [The regulations of the Commissioners of the Canal Fund, authorizing boats used chiefly for the transportation of property, to commute for the toll on pas-1000 pounds per mile,

0 2 5 portation of property, to commute for the toll or
19 On all other stone, p. 1000 pounds p. mile 0 5 0 sengers, are the same as they were last year.]



Hunter's Screw-Press, improved. Ву ф. м. [From the London Mechanics' Magazine.]

—I beg leave to submit to the consideration of your readers the following design for extending the range of an admirable invention, which must be familiar to most of them—I mean Hunter's Screw-Press. My principle is, instead of using Hunter's triple combination of nut and screw, to use only a nut and screw with a supplementary apparatus, which shall have the effect of making the screw, as it were, run away from the gripe of the nut, while the nut is made to follow with whatever degree of velocity may be required. Thus the screw rises with a velocity bearing a similar ratio to that of the moving power, as in Hunter's, while the range of the resultant power is continued through the whole length of the screw. In the accompanying figure, A' B' is the screw taken out of its place; a square projection of equal The head length with the screw is added to it. of this square part is seen in the figure, at A, rising out of C, in which it slides. C is a tube with a circular bore, wide enough to admit the screw freely, but closed by a square aperture, through which the square projection works. C is of one piece with a, b, and c, and works resting upon d, which is the real nut. a, b, c, and d, are furnished with teeth, and a winch is of the Honorable East India Company's Ordaffixed by a contrivance which will allow of its nance Department in India. engaging either a, b, c, or d, individually, or c and d together. a may be supposed to have 50 teeth, b 100, c 200, and d 200. a, b, and c, are intended merely to bring the screw down to its work, or to perform light tasks; and when the rinch engages any one of them, d is clamped. When the screw is required to do its utmost, the winch is made to engage c and d together; then c, by means of its hold on the square projection, keeps the screw going before the nut, while the nut is overtaking it at the rate of one tooth for each revolution. The construction given in the figure is one of seve-

ned, and also with a calculation of its powers taking for data the winch at 15 inches radius, the moving power at 30 pounds, as, also, that one revolution of the winch passes one tooth, and that one revolution of the nut d passes one thread of the screw, the interval between any two threads being 2 inches.

An account of some experiments made at Woolwich with Jones' Patent Iron Wheels. By WM. BADDELEY. [From the London Mechanics' Magazine.

Sir,-In your 245th number, you have given an excellent description of Messrs. Theodore Jones & Co.'s patent wrought iron suspension wheels, and in No. 347, an account of a very successful experiment made with them at the opening of the stone tram-way in the Commercial road. To these, I have now the pleasure of adding a description of some highly interesting and satisfactory experiments, that were made at the Royal Arsenal, Woolwich, in October last, under the superintendence of Major-General Hardwicke, and Lieutenant-Colonel Forrest, and in the presence of several officers

In the first experiment, a pair of the patent wheels, five feet high, with six inch tire, were fitted to the carriage of an iron twenty-four pounder, weighing 50 cwt. 1 qr. 25 lbs.

Another pair of these wheels, five feet high, with three-inch tire, were fitted to the carriage of a brass twelve pounder, weighing 18 cwt.

To each gun was attached its timber, furnished with the usual wooden wheels; the ral, and not the best, but the one I found least troublesome to copy. I hope some of your correspondents will favor us with an opinion of the merits of the machine as thus alter-

stone to stone with great violence, sometimes springing a distance of several feet.

So great indeed was the violence with which the guns were galloped, that the rope lashings used to keep the guns in their places on the carriages were broken, and the twelve pounder carriage was jerked completely off its limber.

On a close examination of the patent iron wheels, after they had been subjected to this unusually severe trial, not the slightest appearance of injury was any where perceptible. The wooden wheels of the limbers, however, did not stand the shaking so well, although they had nothing but the weight of the empty limber boxes to carry; all the spokes were more or less started from their sockets; on measuring some of the openings, they were found to be three-sixteenths of an inch wide. Nor is this much to be wondered at, when it is considered that they were new wheels, which had been lying several years in store. This experbeen lying several years in store. This experiment fully demonstrated the extraordinary strength possessed by the patent wheels.

The 2nd experiment had for its object, to as-

certain the nature of the draught of these wheels upon soft ground. The twenty-four pounder, with a weight altogether of from four to five tons, and a draught of six horses, was attempted to be drawn over a piece of very soft marshy ground. The wheels sunk in too deep, how-ever, for that number to draw them out; the poor horses were struggling and sinking up to their knees in the marsh, when two more were added; but, during the time that was occupied in attaching them, the wheels had sunk in to such a depth that it required the exertions of several men in addition, to start the carriage. This experiment was neither so satisfactory nor so fair as could have been wished; ten horses should have been attached in the first instance, and then, the gun would have been drawn through the swamp without stopping.

By the regulations of his Majesty's service, eight horses are allowed for a twelve pounder, weighing about 18 cwt.; it ought not, therefore, to be expected that six horses should draw a load of 50 cwt. exclusive of the carriage, &c. through such a swamp as that in which this experiment was made.

In the next experiment, two twelve-pounders were drawn through the same marsh: one being mounted on Jones' patent wheels, the other on wooden wheels. Four horses (half the regular number) were attached to each; both passed through the marsh without stopping, but with great difficulty, the iron wheels appearing to have a slight advantage. The iron wheels, with six-inch tire cut into the soft ground, which adhered to the inside of the rim; but the wheels with three-inch tire did not colect the earth in the same manner.

The twelve and twenty-four pounders were then ranged in battery in front of the butt, and three rounds, with full service charges (one shot each,) were fired from both; no visible effect whatever was produced upon the wheels by the firing.

The final experiment consisted in ascertain. ing the comparative effects of a cannon ball upon the iron, and upon wooden wheels. For this purpose, one of the iron wheels was placed in front of the butt, and a twelve-pounder in the battery, at the distance of about two-and-thirty yards, brought to bear upon it. The first shot struck the wheel in an oblique direction, cut two of the spokes asunder, as clean as if it had been done with a sharp cutting instrument, bending them both to one side, but without any splintering. The second shot was directed to the face of the rim which it cut asunder, bendng one end inwards; one spoke was also cut through—the nave grazed—one end of the nave box cracked—and a small piece cut off the op-posite side of the rim. A wooden wheel was then placed in front of the butt, and submitted

it shivered to pieces, the splinters flying in every direction, some of the fragments being thrown to a considerable distance. This wheel was completely "done for," and was incapa-ble of being repaired; nor could it be rendered available for conveying the gun off the ground.

Not so the iron wheel; for, on the command

being given to march home, though sadly mu-tilated, the wheel conveyed the gun a conside-

rable distance.

The battery experiments, as detailed above were most ably assisted by the exertions of Captain Rawnsley, of the Royal Artillery, who superintended laying the guns, which was done with an accuracy and effect hardly to be ex-ceeded; and which, on the present occasion, contributed materially to the success and satisfactory nature of the experiments.

In a report made by Major-General Hard-wicke and Lieutenant-Colonel Forrest, to the Court of Directors of the Honorable East India Company, they express their opinions of the merits of the patent wheels in the following

words :

"From the foregoing experiments, it is but justice to the patentees of the iron wheels to record the advantages under which they appear.

"First, They are stronger, and not so easily disabled in action, and when struck with a can-

non ball do not splinter.
Secondly, When they sustain an injury to the extent of two or three spokes broken, the wheel might be continued in use till an opportunity occurred of repairing it, while a wooden wheel under similar circumstances would, for

the time, be unserviceable.

"Thirdly, The iron wheels are not subject to those changes which influence of climate and changes of seasons work on wood wheels. We have seen in the course of these experi ments, that new wheels that have lain a few store, wouldyears in require to be set up be-fore sent on service. No length of time can render this necessary with the wrought-iron wheels."

Southwark Iron Bridge-Construction of the Bearing Piers. From a descriptive account of the Principal Bridges erected over the River Thames: By Mr. Christ. Davy, Architect. [Continued from page 9.]

The bearing piers of a bridge involve the consideration of many and widely different circumstances, and by the construction of these vital adjuncts we are enabled in some measure to foretel the stability or insecurity of the archi-

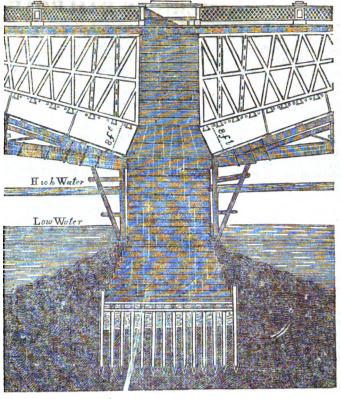
tect's design.

A bearing pier (by which term it should be understood that those piers only are meant that are in the river) is generally a mass of solid masonry, built from the foundation to the level, or perhaps rather above the springing stone of the arch, and of sufficient weight to resist the attempts of the arch to overturn it, or to make it slide from its position. This force is called the thrust, push, or drift of the arch. Now, some means must be employed to deter-

requisite to resist the drift.

"We must," says Mr. Gwilt, "consider the thrust to be resisted by the friction, which the stones, composing the pier, experience, sliding on each other. From experiencts, it has been found that in some kind of stone the friction of one block moving horizontally on another = 1 of the weight of the moving block. If we adopt this determination, the weight of the pile ought to be equal to three times the horizontal drift to produce an equilibrium."

In addition to what Mr. Gwilt has here re marked, we must bear in mind that the piers must effectually withstand such extraneous shocks as are caused by the violence of the current, or from floating bodies. The salient angles of a pier, or cutwater, act as a preventive of the dangers likely to arise from these circumstances. circumstances. In large navigable rivers, such as the Thames, the circular form sometimes



and its allowing them to discongage with great-cumstance is also well known to miners, and er facility. This form, however, does not distinct the waters so well. In the earlier structure the driven one or two hundred yards under claimed attention; but mathematical investiga-tion had not yet been brought in aid of the prac-tical part of Pontile Architecture. The practice of piling for the support of such a cumbrous mass of materials as the bearing piers of pose. But of the use and abuse of piling, it will be necessary to speak. The main use of piling being for the purpose of passing from a loose to a denser soil, it is necessary that that soil should be of such density as to prevent the piles from sinking farther than they are driven in the first instance by the pile engine. From the enormous load they bear, this is most likely to be the case, should the pointed ends or feet of the piles not rest on ground of great so-lidity. Indeed, it has been observed in my former papers, that piling is only a mode of searching for firm ground, where it is either inconvenient or too expensive to barrow out or exca-vate the soil. There are, however, some in-stances (such as a bed of stiff tenacious clay) where it has been found, by experiment, that although the feet of the piles rest upon no other security than that of the clay, a pile 10 or 20 feet long, driven down, will, by the friction of its sides, have a hold of the ground nearly in proportion to its actual superficies.

It is evident, therefore, that piling, under two or three very different circumstances, may be made subservient to the effectual security of a ion.foundat The foundationf he bearing sot piers of Southwark Iron Bridge were laid in coffer-dams; but of a much larger and stronger description than those heretofore described. They were of an eliptical form, with a triple row of piles of whole timber. Each pier rests upon a massive timber platform supported by Close to the outer edge of the offsets of the pier, a row of timber sheeting-piles were driven, a precaution that at once exhibits the master mind of the late John Rennie. This uniform belt of timber forms, as it were, a close stationary dam, preventing the soft substratum upon which the piles rest from being pressed outwards by the weight of the pier: a circum- pose such a practical man commencing a dome

tures, we find, from the variety of proportions ground through the solid rock, there will be no exhibited in the piers, that the subject had danger of its not continuing entire for an indefinite length of time; but if the sides and roof only of the level be formed in the rock, and the bottom be cut through into a bed or substratum of clay, however strong and stubborn it may be, being pressed by the weight of the a bridge has been most generally observed, and superincumbent rocks, it will imperceptibly as generally found to be adequate for the pursuell and rise up in the level; and, unless it be swell and rise up in the level; and, unless it be continually pared down, or prevented by some means, the level will, in no great length of time, be entirely choked up." The masonry of the piers was carried up with horizontal and vertical bonds to the springing, where they radiated in wedge-like courses that received the line of direction, or force of the arch. (See the prefixed engraving.) The piers are 60 feet in height, from the bed of the river to the top of the parapet, and 24 feet in width.

> [From the London Mechanics' Mugazine.] Mode of Building a Dome without Cen-I was glad to see the communication TERING.of "A Country Gentleman" m your Magazine, because such an inquiring spirit as your correspondent manifests, gives promise of a kindly feeling that may quicken and spread among the class to which he belongs, when it shall be found that those of that class who desire practical knowledge emerge from the folds of their seclusion, and seek it where it is most likely to be met with—among practical men.
> I was also gratified to prove the truth of my
> constant belief, that many gentlemen neglect
> inquiry at home, not from a lack of patriotic spirit, but from a notion that the required information can only be obtained abroad-being often struck by some apparent novelty, without being aware that it had grown stale in their native land.

I believe the method of building a dome without centering has been known to English mechanics for a time longer gone by than can be traced with certainty. In fact, the process is so simple, that, although it might not have struck a theorist so immediately, a practica man could hardly have proceeded far in his work without being led into it. We will supgiven to the cutwaters is preferable, from the stance that generally takes place where piling without any knowledge of the proper method likelihood of their being struck by heavy craft, is employed, and the work heavy. This circuits be pursued. He lays the first course of ma-

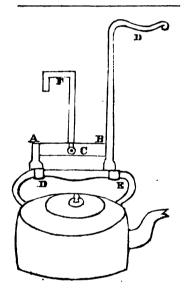
become too great to allow them support; he then, very naturally, endeavors to make his blocks support themselves; he tries various methods of accomplishing this, and cannot be long in hitting upon the best, from its very simplicity. Mere accident, perhaps, gives him the first idea of it; one block being left below the regular course, he will find another block upon this supported by the ends of the two adjoining and more elevated ones, in the manner here represented:



This will lead him to the more uniform and "solid" method of raising alternate courses, each block half its thickness higher than its neighbor: he thus will find he can build his dome up to its summit without centering.

For the purpose of showing this practically, I have made a model of a dome about 31 inches diameter, formed of upwards of 150 pieces, which your correspondent may inspect if he will name a place to which it may be sent.

Yours, &c. SAMUEL DOWNING. November 5, 1832.



Improved Kettle-Holder. By G. J. [From the London Mechanics' Magazine.]

Sir,-AB is a slender bar of iron, or strong piece of hooping. AD, BE are hooks of equal size fixed at A and B; but E B is prolonged upwards to D, where it is turned off square to form a handle. F is a hook, admitting of being turned freely round its centre-pin C. The hook F is hung on across the pot-hook, and the ket-tle on the hooks DE; there is also a spring, which is welded on A B, and entering the mouth of the hook E, prevents the kettle from slipping. The operation then is to draw the handle D to-

sured that its description will not be denied a place in the pages of the Mechanics' Magazine.

spider lays an egg as large as itself. four thousand and forty-one muscles in a cater-

terial at the spring of his intended dome, in-||&c., are necessary. The body of every spider || bunches of fine ripe fruit. clining a little inwards; he follows with few contains four little masses pierced with a mulmore courses until he finds their inclination titude of imperceptible holes, each hole permitting the passage of a single thread; all the threads, to the amount of a thousand to each mass, join together, when they come out and make the single thread with which the spider spins its web; so that what we call a spider's thread consists of more than four thousand united. Lewenhoek, by means of microscopes, observed spiders no bigger than a grain of sand, who spun thread so fine that it took four thousand of them to equal in magnitude a single hair.—[London Courier.]

AGRICULTURE, &c.

CULTURE OF SILK .- From the Report recently submitted to the House by Mr. Wheelock, of Warwick, we learn that this important branch of industry is becoming an object of increased attention, and that successful efforts in raising it have been made in almost every County of the State. The consumption of this article in the United States is believed to amount to no less than \$10,000,000 annually; of which Massachusetts alone is believed to consume not less than \$300,000. One acre of full grown Mulberry trees, it is calculated, will produce \$200 worth of silk-and the committee are further led to believe that a great portion of the labor of producing the article "requires only the efforts of females, children and aged persons, in and about their homes, and that the amount of such in this Commonwealth is very considerable, and that a field is here opened for a species of industry which at present is scarcely available at all, but if slightly encouraged might greatly add to the general mass of productive employment and wealth. Almost every farm in this Common-wealth is capable of being made to produce the leaves of the white mulberry tree, which by a natural process are converted into the rich and durable material of Silk. Every farmer might raise in his family, at least, enough of this article to pay his taxes, without materially interfering with the requisite amount of other agricultural productions."
If each farmer in this State would devote a little attention to the raising of the mulberry tree, and allow his daughters to raise the silkworms, the profits to the State in a few years would amount in the aggregate to many hundred thousand dollars. Millions of dollars worth of raw silk are imported into France and England every year. The Committee recommend a bounty of one dollar on every pound of Silk reeled in this Commonwealth, that is capable of being manufactured into various silk fabrics; also, a bounty of one dol-The operation then is to draw the handle D towards you, when the water will be steadily discharged without giving you any chance of scalding or burning your fingers. The contribution of scalding your fingers are scalding or burning your fingers. The contribution of scalding your fingers are scalding your fingers. The

Wonders of Philosophy.—The polypus, like the fabled hydra, receives new life from the knife which is liked to determine Magazine. [All see a short notice of our Horling as all the see are the big head, the big jaw and shouls like the fabled hydra, receives new life from Mr. Pillans's mode of cultivating the vine, glanders, &c.—[Southern Agriculturist.] the knife which is lifted to destroy it. The fly- and express your readiness to communicate it There are to the public. The fact is, that Mr. Pillaus

Some of your readers will not credit this; but I have seen it: that is to say, I went through Lord Ducie's forcing-houses in May last, and saw pots of vines with ripe fruit on them. I was informed the eyes had been taken from the parent vines only fourteen or fifteen months previously. I saw others in every intermediate stage of growth between them and the pots in which the eyes had just been inserted; and I under stood Mr. Pillans to say that he hoped to produce grapes for the table, in succession, throughout the year, on this plan. I believe that this process has not been communicated to any one. I anticipate your opinion, that all who claim to be citizens in the republic of science are bound to contribute their individual discoveries for the general weal, in exchange for the advantages they reap from a similar devotion on the part of their brother citizens.

CULTIVATION OF CORN, &c. NEAR PARIS, TENNESSEE.-We are situated near the 36 deg. north latitude; where it crosses the Tennessee river, our land is, generally speaking, undulating-not so level, but bad cultivation permits the land to wash in many places. Our produce is corn, cotton, tobacco, potatoes, oats, wheat and rye, &c. &c. Forty bushels of corn per acre, I suppose, is the average crop; some think they make fifty or sixty—though I do not. The corn is planted from March to 15th June, at four to four and a half feet from hill to hill, and from two to four stalks left in the hill; the plough is used almost entirely; and but little hoeing done to it—never more than two given, and more often, none. There is no manure used for corn, or, indeed, any thing but our gardens. usually strip the blades from the stalks as soon as the shuck on the corn begins to whiten, or as soon as it is hard enough; the stalks are tied up with the blades, and stacked around a pole twelve or eighteen feet high in single or double rows. When dry enough, the corn is gathered and hauled to the crib, labors of the farm, or diminishing the usual the shucks taken off and put in the crib;—the shucks, by most, are put in a pen to feed the stock-by others, they are permitted to rot on ground.

The wheat is sown among the corn or cotton, from the 15th October to the 15th November. The early wheat does best with us; it is subject to rust, fly, &c.; fifteen to thirty bushels is a common crop.

Rye and oats grow as fine here as in any country I ever saw. Rye sometimes grows as high as eight feet, oats as high as six; rye is very common at six to seven, oats at five; they are remarkably heavy, though I cannot

We have many discases, consequently, Mr. Pillans's Vines. [From Loudon's among us; the most common among the hor-

SEED-DOWN OF TYPHA FOR STUFFING BEDpillar. Hook discovered fourteen thousand mirrors in the eyes of a drone; and to effect the respiration of a carp, thirteen thousand three hundred arteries, vessels, veins, and bones, plant for his master's table, bearing several Typha grows wild in many places, they

could be procured in abundance. When beat-||diameter of that inserted in it. With this maprehend they would never get into clots or lumps if sewed up into a bag or bedtick. I

CULTIVATION OF CORN.—Our readers will find the following communication to repay perusal. It is such a detail of effects as we should be happy to receive frequently from farmers. Farmer.

PRINCETON, N. J., Jan. 28, 1833. Mr. Editor,—The idea has often occurred to me, while perusing your valuable paper, that farmers might be mutually benefited by making public through its columns their mode of cultivating the various crops which they grow upon their farms. Under that impression I have taken up my pen with the intention of devoting an evening in giving you my views and practice in cultivating a crop of Indian corn. Our soil, principally a sandy loam, in some places inclining a little to gravel with a clay subsoil, is well adapted to the growth of that plant, and we consider it the most profitable crop we cultivate. In the first place called red-top, or herd-grass,) and clover; and, experience has taught us that a field which has been pastured for two or three ty which has been kept up and mowed for hay the same length of time; that it is so with us, does not admit of a doubt. We suppose it is owing in part to there being fewer insects in the pasture-land,—the droppings of the cattle adding more recent animal manure to the soil, and ed more compact by the cattle trampling on it for two or three successive years, facilitates the growth of the young plant by enabling it to push forth its roots more readily, as a certain degree of compactness in the soil appears to be necessary to enable a young plant to be necessary to enable a young plant to be necessary to enable a young plant to broken with the harrow or some other implessed forth its roots with facility. After trying modes of propering my lend and tend ment. various modes of preparing my land and tending the crop, I have for the last two or three years adopted the following, which appears to me to be the best I have yet practised.

I plough my land in the spring as early as convenient, regulating the depth by the depth of the soil, after ploughing put on a roller drawn by one yoke of oxen and roll lengthwise the furrow, after rolling, harrow twice along the furrow, with a heavy harrow six feet wide with iron teeth well sharpened, drawn by two able horses. Then take a small plough, drawn either by one or two horses, and form the field in ridges, by throwing two furrows together four and a half feet distant from each other across the original furrows, being careful the plough does not reach the sward to turn it up: this cannot be well done without the ground has been previously rolled. I then furrow crosswise the ridges last formed, with a sled made for the purpose of two inch plank with three runners, each runner having a hole an inch in diameter bored in the bottom, about equi-distant from either end, and a peg of good hard wood driven therein to extend about one and one-half inches below the runner, the part

en for some time they separate, and open all chine, with a tongue or pole firmly attached their balloons, so as to become as soft and as to the middle runner, one man with two horses elastic as feathers; and from their hygro- can with ease furrow more than twenty acres metic expansibility and contractiveness, I ap- ||per day; ---as he makes three furrows at once, he must, consequently, furrow as fast as three men with ploughs, and it leaves the furrow in should hope that this hint will be not wholly a fine state to drop the corn on, the grain not useless to your Encyclopædia of Cottage being so liable to scatter and roll as when Architecture. The ground is then prepared for planting squares four and a half feet by four feet, and at this distance we put four grains or kernels in each hill. We find a small quantity of ashes on or in the hill of considerable advantage; It was communicated to the New-England it causes the young plant to come up strong and vigorous. When the corn has been up a few days, we put a small quantity of plaster to each hill, and commence harrowing with a small harrow three and a half feet wide, drawn by one horse, twice through each row one way, which prepares the ground handsomely for ploughing, and by which a careful hand can loosen the soil close to each hill. In a very few days after the harrowing is completed we commence ploughing, by throwing a furrow from each row, ploughing as close to the corn as can be done without covering it up, leaving the middle or spaces between the furrows in that direction untouched; we then commence ploughing crosswise, throwing the furrow to the corn unless it should be quite grasfitable crop we cultivate. In the first place sy, when we throw it from the corn as before, we prefer a stiff herds-grass sward, (by you and in either case plough the middle or spaces and clover. left between the rows in the direction last ploughed out, immediately, throwing half to which has been pastured for two or three years is much more certain of producing a good crop of corn than one of the same quality which has been kept up and moved for have space between the rows one way-in this state it may be left for some days untouched, unless there should be a heavy fall of rain, in which case experience has taught me that it is of decided advantage to the corn to stir the some suppose that the soil having been rendermunication may be kept up between the soil those of our readers who take an interest in and the atmosphere. As it is all important to plans for bettering the condition of the poor, the health of an individual that the pores on that, in the village of Blackwood, ripe peachthe skin should be kept open, so it appears to me with the soil, that the slight crust formed

When the ears are beginning to set I commence ploughing for the last time, throwing the furrows to the corn and leaving the spaces between the rows well ploughed out; by this and to do the rough work about a colliery. system you will perceive the hoe is in a great Before he built his house he lived in a hovel, measure dispensed with, and I can assure you I can keep my field as clean without it as you with his wife and family, without even a garden. Since then, by dint of his industry and would wish to keep your garden, unless the good conduct, he has been enabled to build a spring should be very wet and warm, when second and a third house, all of stone, and spring should be very wet and warm, when we occasionally find it necessary to use the tiled, and to bring three gardens into cultivahoe. One man and a horse will plough around (as we call it) five acres of corn in a day, or complete, by ploughing the middle out, two and a half acres. If there should be a has been unable to follow his work for more considerable fall of rain or heavy showers soon than a year past; but he has a comfortable after the last ploughing, I almost invariably put on my small harrows again, unless the crop should be too forward, but at the last harrowing we raise the corner teeth of the harnear the hills they merely break the surface. When the corn is nearly ripe, and, if possible, row (which is of a triangular form) so that before it is killed by the frost, we cut it up by the ground and set it in stacks to be husked at leisure; the stalks are hauled and stacked at the home word to be for the frost of leaving the home word to be for the home

I have said nothing on the subject of applying manure to the crop, having already extended this communication to a much greater length than I intended when I commenced, and I fear it will occupy more space in your columns than it merits, but I leave it with you to publish the whole or any part thereof that you may consider calculated to promote the cause of agriculture.

Raising Grapes by Eyes or Buds. [From Loudon's Magazine. -Sir: Langford, some time back, sent me cuttings of his incompa-rable grape. He stated that he prefers raising it from eyes, which he plants like bulbs; and, with the cuttings, he sent me a few eyes cut ready for planting. I have tried both the cuttings and the eyes; and the eyes have made fine shoots and are in leaf while the cuttings are not. I am, Sir, yours, &c.
M. Saul.

CLAY PAINT FOR TREES .- A correspondent of the Caledonian Horticultural Society, (Scotland,) recommends clay paint for the destruction of insects, and the mildew on fruit The instructions are, that you take a trees. quantity of the most tenacious brown clay that can be obtained; diffuse among it as much soft water as will bring it to the consistence of soft cream or paint; pass it through a fine sieve, so that it may be made perfectly smooth and unctious, and freed from any grit-With a painter's brush dipped ty particles. in the clay paint, go carefully over the whole tree, not excepting the young shoots. layer, when it becomes dry, torms a hard crust, which enveloping the insects closely, completely destroys them without doing the smallest jujury either to the bark or buds.

INFLUENCE OF COTTAGE GARDENS IN PROmoting Industry.—It is a fact, the knowledge of which will not be unacceptable to es grown in a cottager's garden have this season been sold at the moderate price of 8d. year 1817 this spot was a wilderness. The cottager was a rough or out-of-door carpenter, employed to put up posts and rails on a farm, house to live in; receives the rent of two other houses; has two industrious sons and a daughter, unmarried, to cultivate his garden, which is larger than usual; with its produce in fruit and vegetables of various sorts, honey and one-half inches below the runner, the part the barn-yard to be food through the winter danger of leaving his children beggars.extending below the runner to be twice the months.

ly separated.

NEW-YORK AMERICAN.

MARCH 16, 18, 19, 20, 21, 22-1833.

LITERARY NOTICES.

THE AMERICAN QUARTERLY REVIEW. No. XXV Philadelphia: Carey, Lea, & Blanchard .- Nine ar ticles compose this number-all good and some ex cellent. Of the latter class are the numbers IV presenting a view of Ohio; VII, on Hampden and his Times, and IX, on Nullification. Some of the others are lighter and more generally readable pa- able to the principles of these articles. pers, however. That on the Life of Commodore Barney compresses into an interesting narrative the Barney compresses into an interesting narrative the ishment of crimes. But if a slave should escape from varied incidents of the very adventurous life of that one of the original States, he might be reclaimed gallant seaman. Article III dees the same with regard to the life and writings, and too early death of Schiller; and Article V leaves pleasant, favorable, and we believe true and just impressions on the mind, of the character and disposition of both Hortense Beauharnois, and her husband Louis Napoleon, Ex-King of Holland. Both possessed most estima ble qualities; and as to goodness of heart and fidelity to early attachments, both were uncorrupted by power,-yet they were unhappy together, and final-

From the paper on Ohio, we transcribe a short, but as it strikes us a very valubale extract, which presents briefly and familiarly the substance of that other three. famous Ordinance for the government of the North. western Territory, which "one Nathan Dane"-as ventured to characterize this most sagacious and inventor of the hollow world-chiefly for the exyear 1787.

The vast importance of this ordinance, and the probability that many of our readers are not familar vith it, induce us to attempt an abstract of its contents; although its comprehensive brevity renders it impossible to convey a complete idea of it in a short.

er compass than its own language fills.

After regulating in the plainest manner the descent and transfer of property, until laws should be adopted for that purpose, it provided a temporary government, consisting of a governor, secretary, and three judges, to be appointed by Congress. The governor states as Congress should approve, until a general states as Congress should approve, until a general this, I showed them the scal of my commission (as assembly should be organized in the territory, which in the domain and in the territory is the domain and the confidence of the confidence and the commission (as assembly should be organized in the territory, which is domain to commission and the commission of the confidence of the confidence and the commission of the commission of the confidence and the confidence and the commission of the confidence and the commission of the confidence and the commission of the commission of the confidence and the commission of the confidence and the commission of the confidence and the commission of the c sand inhabitants. This assembly was to consist of the governor, a legislative council of five to be appointed by Congress, and a house of representatives noted her power to punish her enemies. The chief, to be chosen by the people. This body, by joint who observed the device on the seal with great atballot, might elect a delegate to Congress, who should have the privilege of debating but not of voting. So far, the ordinance has served as a model for all subsequent territorial governments. But its most in flight, when folding of the wings denoted rest and admirable features are yet to be mentioned. Having thus provided for the immediate present, its author directed his sagacity into the boundless future, and framed six memorable articles of compact between the original States and the people and States within the territory, which were to remain for ever unalterable, unless by common consent. The object of these articles was "to fix and establish the fundamental principles of civil and religious liberty as the basis of all laws, constitutions, and governments, which for ever hereafter shall he formed in the said terri-

tory."

1. No person was ever to be molested on account of his mode of worship or religious sentiments.

2. The inhabitants were ever to have the benefits of the writ of habeas corpus, of trial by jury, of pro-portionate representation, of bail except for capital offences, of moderate fines, of exemption from cruel or unusual punishments, and of being compensated for their property or services, when the public exigencies should require them. In addition to which, no law was ever to be passed which should interfere with private contracts previously entered into in good faith.

3. Schools and the means of education were for ever to be encouraged and the utmost good faith ob-

served towards the Indians.

4. The territory and the states to be formed there in, were to bear their proportion of the public burthens; never to interfere with the primary disposal of the soil by Congress; never to impose a tax on the

were non-resident proprietors to be taxed higher than | usual serenity, once again before it passed away for residents. The navigable waters within the territory, and the carrying places between them, were to be common highways, and for ever free to all the citizens of the Union.

5. Not less than three nor more than five states were to be formed within the territory; but so soon as there should be sixty thousand inhabitants within the limits designated, or sooner if deemed expedient, a State might be formed, which should be admitted into the Union on an equal footing with the other States, provided its constitution should be conform-

6. There was to be neither slavery nor involuntary servitude within the territory, except for the pun-

and carried back.

Such is the outline of this immitable specimen of legislation. It was framed a few months previous to the Federal Constitution. So far as we know, it is the first written form of government, in which the three great principles of entire religious freedom, an obligation to encourage schools, and an absolute prohibition of slavery, were ever incorporated toge-

From this Northwestern Territory have been al ready framed, subject to the wise provisions of this Ordinance, the free and flourishing States of Ohio, Illinois, and Indiana,—and Missouri, too, which, but of the great, and the good, and the beautiful, which for the moral cowardice and corruption of Northern recreants, would be as free and flourishing as the

From the same paper we copy the account of a conference held with the Ohio Indians by the Pioneer Mr. Hayne, so unhappily for his own fame, once of that State, John Cleves Symmes—the father of the wise lawgiver—reported to the Old Congress in the cellence of the criticism made by an Indian Chief, of our national emblem, the spread eagle.

> "The chief, the others sitting around, wished to know how far I was supported by the United States, and whether the thirteen fires had sent me hither. I answered them in the affirmative, and spread before them the thirteen stripes, which I had in a flag then n my camp. I pointed to the troops in their uniform, then on parade, and informed the chief that those were the warriors which the thirtoen fires kept in constant pay, to avenge their quarrels; and that in flight, when folding of the wings denoted rest and peace; that he could not understand how the branch of a tree could be considered as a pacific emblem, because rods designed for correction were always taken from the boughs of trees; that to him, the eagle appeared, from her bearing a large whip in one claw, and such a number of arrows in the other, and in full career of flight, to be wholly bent on war and mischief."

We conclude with an extract from the article on Schiller, describing the last days of that finely ouched spirit.

"The spring of 1805, which Schiller had antici pated with no ordinary hopes of enjoyment and activity, came on in its course, cold, bleak, and stormy; and along with it his sickness returned. The help of physicians was vain; the unwearied services of trembling affection were vain; his disorder kept increasing; on the ninth of May it reached a crisis.— Early in the morning of that day he grew insensible, and by degrees delirious. Among his expressions the word Leuchtenberg was frequently noticed; a word of no import, indicating, as some thought, the writer of that name, whose works he had been lately reading; according to others, the castle of Leuchtenberg, which, a few days before his sickness, he had been proposing to visit. The poet and the sage that it is as well got u was soon to lie low; but his friends were spared the as the first two parts. further pain of sceing him depart in madness.

ever. After noon his delirium abated; about four o'clock he fell into a soft sleep, from which he ere long awoke in the full possession of his senses. Restored to consciousness in that hour when the soul is cut off from human help, and man must front the king of terrors on his own strength, Schiller did not faint or fail in this his last and sharpest trial. Feeling that his end was come, he addressed himself to meet it as became him; not with affected carelessness or superstitious fear, but with the quiet, unpretending manliness which had marked the tenor of his life. Of his friends and family he took a touching but tranquil farewell; he ordered that his funeral should be private, without pomp or parade. Some one inquiring how he felt, he said: 'calmer and calmer;' simple but memorable words, expressive of the mild heroism of the man. About six he sank into a deep sleep; once for a moment he looked up with a lively air, and said: "many things are growing plain and clear to me." Again he closed his eyes, and his sleep deepened and deepened, till it changed into the sleep from which there is no awakening."

If death be indeed the most fiery trial of humanity, if, more than any other test, it decides the character, what pleasing evidences of moral heroism and unshaken reliance, shine from the dying couch of Schiller! The past revealed no spectres to torture or alarm him. His life had been spent with comparatively no taint of evil-it had been one splended dream forbade to passion its sway. Indolence, that prolific mother of almost all the vices, had in him never nourished one of her brood—no misdirection or perersion of powers claimed from him penance. In an elevation above the common wants and wishes which render our race the foes of each other, nursing the

high conceptions and feelings,

"Which make man giorious and divine," his aim had been mental perfection and virtue. With such a retrospect, no wonder that, in the awful state of suspension between two worlds, he grew calmer and calmer, and saw nothing to fear amid the disclosing mysteries of eternity. Great truths grew plain and clear to him, and in the deep conviction of their sublime reality, he gently passed away.

The scene of his burial was peculiar. It took

place in the dead of the night, between the hours of twelve and one. "The over-clouded heaven," says Doering, "threatened rain. But as the bier was set down beside the grave, the clouds suddenly split the United States were desirous of peace with them, asunder, and the moon, coming forth in peaceful yet they were able to chastise any aggressor who clearness, threw her first rays on the coffin of the departed. They lowered him into the grave, and the moon again retired behind her clouds. A fierce tempest of wind began to howl, as if it were reminding the bystanders of their great, irreparable loss," a loss which was indeed great, and for which all Ger-many, surprised at the event, mourned with fervent sorrow. His age and personal appearance at this period, are described in the following paragraph:

"Schiller's age was forty-five years and a few months when he died. Sickness had long wasted his form, which at no time could boast of faultless symmetry. He was tall and strongly boned; but unmuscular and lean; his body, it might be perceived, was wasting under the energy of a spirit too keen for it. His face was pale, the cheeks and temples rather hollow, the chin somewhat deep, and slightly projecting, the nose irregularly aquiline, his hair inclined to auburn. Withal his countenance was attractive, and had a certain manly beauty. The lips were curved together in a line, expressing delicate and honest sensibility; a silent enthusiasm, impetuosity not unchecked by melancholy, gleamed in his softly kindled eye and pale cheeks, and the brow was high and thoughtful. To judge from his portraits, Schiller's face expressed well the features of his mind; it is mildness tempering strength; fiery ardor shining through the clouds of suffering and disappointment, deep, but patiently endured. Pale was its proper timt; the cheeks and temples were best hollow. There are few faces that affect us more than Schiller's; it is at once meck, tender, unpretending, and heroic."

SIR WALTER SCOTT'S WORKS. Conner & Cooke, New York. Part III, of Vol. 2, is already issued, containing the Antiquary. The price, as before mentioned, is 37 1.2 cents. We have only to add that it is as well got up as to mechanical execution

Boswell's Life of Johnson, by J. W. Crozer .-thens; never to interfere with the primary disposal fiery canopy of physical suffering, which had bewilled of the soil by Congress; never to impose a tax on the lands owned by the United States; and in no case aside; and the spirit of Schiller looked forth in its book thus beautifully republished here is one so fa-



upon it now. The additions and notes explanatory ralty, were, on the first appearance of his edition in England, cruelly ridiculed and laughed at by the Edcases, the truth lies midway; and that Mr. Croker Piozzi's and Sir J. Hawkins' publications is entitled to, and for having given point and perpetuity to some auspices. of the biting sarcasms and amusing incidents of this most amusing of books, by naming the individuals to whom they related.

Of this American edition, we can speak in terms of entire commendation. It is clearly and distinctly printed, upon good paper, and with well executed engravings; and comprises in two volumes what occupies four or five in the London Edition.

THE DOUAY BIBLE. New York: John Doyle .-The version of the Bible in use among Protestants was, as our readers probably know, rendered from the original after the Reformation, and differs, in many particulars from that still used by Catholics, which is the one now republished here. It bears, as a pledge of its accuracy, the imprimatur of the Catholic Bishop of this Diocess. It has many notes and illustrations, and presents a fair opportunity to critical readers, of comparing the two versions.

THE ELEMENTS OF THE DIFFERENTIAL CALCULUS by J. R. Young. G. F. Hopkins & Son, N. York .-This American edition of a standard scientific work has been carefully revised, and many errors in the London edition have been corrected. Its reputation, as affording a full elementary course of the subject it treats, will secure its adoption in Colleges and other higher seminaries of instruction. It is exceedingly well printed.

THE AUTOBIOGRAPHY OF ADAM CLARKE. L. L. D. New York: D. Appleton .- Written in the third pere son, and extending only through the period of hislife previous to that in which, to use the author's own language, "I began to acquire fame, and great and learned men saw fit to dignify with their acquaintance, and to bestow honor and distinctions on a Methodist Preacher," this autobiography will be enthusiastically sought by those of the same persuasion as the very learned, pious, and exemplary writer, and may be read with advantage by all. Its humility of spirit may be judged of by the fact above referred to, that after he became famous, and widely known, and honored, Dr. Clarke would not trust himself to speak of himself.

LIBRARY OF ROMANCE, edited by Leitch Ritchie; vol. 1. The Ghost Hunter and his Family, by "the O'Hara Family."-There is a peculiar interest about this tale, from association with the circumstances under which it was written-circumstances which are already familiar to our readers, from the affecting appeal of Mr. Banim to the public, which we republished a week or two since from a London paper. It is a melancholy criticism to make upon the story, to say that it exhibits traces of the feeble health of a writer, who at thirty has exhausted his constitution by the composition of twenty volumes, which, though widely disseminated, have still left their author as impoverished in pocket as in health. Still it must be admitted, that in spite of the great inequality discernable in different parts of the work, it is a tale of much interest, and of excellent moral tendency. The characters, standing by themselves, are exceedingly well drawn, and their grouping is happy. The shrewdness, sense, and firmness of character, with the quiet but strong affections of Rose Brady, are admirably contrasted with the willowy nature of her fond and erring cousin, and the rash and fantastic disposition of apparel, and lonely retreats, the sedden charge, the Yet before patriotism and love of liberty are forever

miliar to the reading world, at least in its early edi-||her fervid and high spirited brother. Randal Brady, ||stealthy ambuscade and ficrce onslaught of the dashtions, as to supersede the necessity of any critique too, the father, is very well drawn; as is also the old beldame, whose mischievous disposition is so importand illustrative, by the late Secretary of the Admi- ant an agent in the plot; and the minor dramatis persono, indeed all the material of the story is good, and in some parts exceedingly well worked up; but the fact inburgh Review, and as extravagantly praised and of the author's having been forbid by his physicians valued by the Quarterly. Perhaps, as in most other to employ himselfmore about the MS. after it was first written out, has left many blemishes; among which, deserves such praise as the having brought together |not the least is a want of condensation in the story, all the anecdotes of Johnson scattered through Mrs. which we fear will never prove such a favorite as others compused by the same writer under happier has fallen into such good hands, and is so well exe-

> THE SOLDIER'S BRIDE, AND OTHER TALES; by Jas Hall, author of Legends of the West: Philadelphia, Key & Biddle.-This volume, though inferior in interest to Mr. Hall's Legends of the West, one of the cleverest and most characteristic collection of Union! sketches that has issued from the American press. is still entertaining, and contains more than one strik- anguish of his soul over the prospect which now ing story. "Pete Featherton," as a border sketch is only surpassed in fidelity to character by the popular story of "Mike Fink, or the last of the Boatmen." Mr. Hall has, however, already so fairly tried his powers in this light and unpretending style of composition, that the public have a right to look fer something from his pen of a more ambitious and permanent character. Like Mr, Flint, he is one of the few literary men of the country, who, from living amid scenes and characters more peculiarly Ameri- ny with the Duke De Lauzun and and many other discan than any offered in the older parts of the Union, have materials at their command which are invaluable in building up a national literature. They live in a new and picturesque country, where nature exhibits herself in her most striking forms, and where man, released from much of the prescriptive bondage of more thoroughly organized society, displays bold traits of his character upon even ordinary occasions. They have, as it were, the creaming of fresh and abounding sources of interest, and they should make the best of their advantages while time allows them. Before a few years are over, railroads and canals will have scamed the face of nature throughout the country; and the concourse of tourists and scribbling travellers, who have made Germany and Italy as familiar ground most as the regions of Cocaigne, will be let loose here: when Kentucky and Missouri, and the whole region of "out West," with its rivers like oceans and its plains like empires, will be served up in annuals, and magazines, and novels, with as much eagerness as an ox is roasted whole by a party of famished soldiers, who have been for months subsisting upon snail ragouts, and soups made from dry bones. Writers like Flint and Hall unhandled treasures before them They should be upon the trail of their quarry while the newness of perfume of the wild flower before the dew is ex- temporary arrest, but on regaining his liberty, he re haled from its cup.

THE LIVES AND EXPLOITS OF BANDITTI AND ROB-BERS IN ALL PARTS OF THE WORLD: By C. Mac Farlane, Esq., Author of 'Constantinople in 1829,' &c. Harpers .- There are few subjects, as Mr. Mac rally than the adventures of robbers and banditti; and, from the adventurous days of Jack the Giant-Killer, to those of the chivalric Charles De Moor, infancy and age have alike delighted in dwelling upon the wild exploits of brigands and freebooters. The child, like one who hears, by the fireside, the Oise winds whistle without, listens securely on his nurse's knee to the frightful narrative, with all the cagerness of infantile curiosity: The youth, who associates the idea of generous daring with the bearing arms under almost any circumstances, is captivated by the martial air and partisan fighting, the military

ing marauder; while age, which loves to study human nature in all its phases, contemplates the wretched life of the Brigand, with the interest of the philosopher and the philanthropist. It would be difficult, therefore, to choose a subject of more general interest and entertainment, than that of the volumes before us. And while one is surprized that in this book-making age, a compilation, if not an original work of the kind has not been before attempted, we are gratified, in perusing this, to find that the task cuted. We shall have occasion to refer again to this interesting collection.

COUNT CHARLES DE LAMETH.—The gallant Ls. fayette has recently expressed the wish that his own death might precede the dissolution of the Union! In the recollection of the sufferings he has endured in the cause of liberty, he must groan in the awaits it, in the desolations of civil war, and the disruntion of long cherished ties.

One of his comp nions in arms has been more fortunate. Count Charles De Lameth, after a long and distinguished career, has recently died in France; and his name and that of his brother who died three years since, cannot be permitted to pass from the memory of those who honor the services of the vir.

TUOUS and BRAVE.

The subject of this sketch was a native of Picardy was born in 1756, and in the Frigate La Gloire followed his brother Alexandre to America, in compatinguished officers. A celebrated naval engagement took place on the passage, between this vessel, as-sisted by another French frigate, L'Aigle, and an English frigate, the Hector, in which the latter was obliged to strike her colors. Their landing in the Delaware was attended with many romantic incidents and much danger. An English fleet, in which the present King of England then was, chased the two French vessels and finally destroyed one, if not both of them, in our waters. So hot was the pursuit, that the French officers were compelled to escape in small boats, at midnight, and the military chest was for a while deposited in the river until the enemy disappeared, when it was taken up and bro't in safety to Philadelphia through the indefatigable exertions of the Chevaliers Viomenil and De Laval.

The various anecdotes connected with the services and gallaut bearings of these French officers during the remainder of our revolutionary war, still offer an inviting theme to the pen of our future poets,

biograph rs and novelists.

On the return of Count Charles to his own country, he was made Lt. Col. of the Orleans Dragoons, then Colonel of the King's Cuirassiers, and gentleman in waiting to the Count D'Artois, since King of France. About this time, through the influence of his mother, who was a sister of Marshal Broglio, he married a beautiful lady, possessing immense wealth,

by the name of Picot.

In 1789, he was chosen Deputy from Artois to the ought, therefore, to seize with earnestness upon the States General, and until the flight of Louis XVI, he was a warm and energetic opponent of the Court and the aristocracy. He was with the army of Lafayette until that General abandoned his command. the morning air allows the scent to lie, and catch the Varennes he escaped to Havre, where he suffered a tired to Hamburgh, living in great obscurity. He af-terwards selected Basle in Switzerland as the place of his residence. In 1800, he returned to F with his brother and other emigrants, whose names were erased from the list of exiles. He re-entered the army, and was appointed aid to Murat in 1817. He distinguished himself at Heilsberg by his uncom Farlane justly remarks, that interest us more gene- mon bravery, and in short, from that period until 1813, he served with great honor in the armies of France, both against Austria and Spain, obtaining decorations and rank as the trophics of his valor. In 1814 he was appointed a Lieutenant General, and recently he has been a member of the chamber of Deputies, from the department of the Seine and

The career of this man, which has conferred honor upon his family, and glory upon France, seems to have been long since forgotten by that people across the Atlantic, whose interests he in early life adopted as his own. In the impending crisis of their political existence, they appear no longer to remember the blood and treasure which their freedom cost, or the value of the services of Lafayette and Da Lameth! engulphed in the contentions of political demagogues, place in the West Indies, namely, the boiling of the lyear to 148,459 souls, and that it had diminished by who are leading our countrymen to the verge of ir-sugar cane, the proceeds in a fluid state to be shipped 2000 individuals since the preceding year. who are leading our countrymen to the verge of ir-retrievable ruin, one heart at least shall express its grateful devotion, and one pen inscribe its eulogy to the memory of Count Charles De Lameth.

Eternal honor to the Hero and Patriot who fleshed his maiden sword in the cause of American inde-dence.—[Albany Daily Adv.]

FOREIGN INTELLIGENCE.

LATE FROM EUROPE.—Three packets arrived Satur day afternoon and Sunday; the Silas Richards, of 24th January, from Liverpool, the France, of 21st do. from Havre, and the Caledonia, of 4th ult. from Liverpool. Our tables are consequently covered with newspapers.

The most important item of intelligence, however, is the complete defeat and rout of the Turkish army in Asia, by the Egyptians, and the consequent movements among the chief European powers. Russia was hastening to sustain her late enemies the Turks but is said to require as the price thereof, the entire cession of the principalities of Wallachia and Moldavia, which now it does in fact govern and enjoy the revenues of. The other powers, and particularly France and England, who appear to act com pletely in concert on this as on the Belgian question, object to this protecting mania of Russia, and will probably interfere, as well by fleets in the Mediterranean, as by remonstrance.

The Duchess of Berri was ill at Blaye, and might, perhaps, in consequence be liberated.

The Belgian question seems in statu quo; and the same may be said of affairs in Spain and Portugal.

The British Parliament was opened on 29th Janu ary. The House of Commons was organized by shoos ing Mr. Manners Sutton as Speaker. The Lord Chan cellor, in opening the session by Commission, notified the two Houses, that the King would sttend in person, and deliver his speech, as soon as the Parliament was prepared for business.

The choice of Mr. Manners Sutton, an anti-Re former, as Speaker, seems to have offended the pres and the public generally. Bell's Messenger, an able and impartial paper, views this first "public act" of the Reformed House, "with disgust."

The abolition of slavery in the Colonies seems de termined on. A deputation of the West India interest waited on Lord Goderich to ascertain the intentions of Government. He admitted that the subject would be taken up. but declined going into any particulars The Times says there is to be no compensation to slave-owners, and thus reasons on that head.

We would strongly recommend to our correspon dent to dismiss at once from his mind the expectation which seems so strongly to possess it, that compensation will be awarded to the slave-owners. The The slave-owners have certainly, in strict law, a property in their slaves. The owners of Gatton, Dunwich, and Old Sarum, had also a legal property in their boroughs but property based on the violation of the claims of humanity is no more sacred than that founded on the violation of constitutional principles. Public opin ion blasted the claims of the boroughmongers before the annihilating sweep of schedule A, and no man dared ask an indemnity for the money-value of a flagrant instrument of wrong. The public voice nas-denounced with equal emphasis and indignation the denounced with equal emphasis and infiguration the disgusting system of slavery; and in our opinion de-cidedly is, that neither the Parliament nor the peo-ple of England will listen to any arrangement which admits the claims of the dealers in human flesh, though a honafide price may have been given for that

The following plan, to supersede slave-labor, in part, is, according to Bell's Messenger, to be tried,

Alteration in the Sugar Trade.-A plan to alter the sugar trade, to change the colonial system entirely, and to reduce the demand for slave labor, has been submitted to his Majesty's Ministers, and to the leading houses in the West India trade; the question is

to England, and to be manufactured here; the process of making muscovades, and of refined sugar, and the distillation of rum, all to be performed in England.— The person who has submitted this plan to the Ministers has taken out a patent for making refined sugar from the saccharine matter in the fluid state by one process. The Ministers, who have taken this plan into consideration, have alluded to difficulties which would arise as to collecting the revenue, about four millions annually; but as all the produce would be sent to Europe, as at present, the fixing the duty is merely a matter of detail, not of insurmountable difficulty or objection to the other part of the plan. So far as regards the reducing the demand for slave labor, that part of the plan of course meets with the approbation of the Ministers. The calculation that one half the labour of the slaves would be reduced is stated to be greatly under the mark. The pertion of labour which would be saved is that pressing the most severely on the slave, being night work in the curing houses and in the distillation of rum, and as the plough has been lately introduced into the field labour, the work of the slave would be trivial. The manufacturing of the saccharine matter in England would be attended with great changes—the detail of the refining would be completely altered—the process of dis-tilling rum would also be entirely a new one. The refiners, a powerful body, are the only persons who have evinced a serious opposition to these new measures; they carry their objections to the extreme, as all their apparatus for refining, and their valuable es-tablishments must be changed or rendered worthless. The plan has produced a great sensation; the chief objection appears to be the throwing the greater part of the trade into few hands; but this evil would, of course, be of short duration. Large contracts are in the mean time entered into for the supply of the saccharine matter in the rude state, after the first boiling of the cane. Th etrial of the new system will commence on an extensive sale.

BRUSSELS, JAN. 30 .- As we have stated before, se veral corps of our army which had hitherto been en-camped or cantoned near the Dutch frontiers are going into positions nearer the centre of the country, or even to serve as garrisons on our southern frontier. Some journals are wrong in inferring from the placing part of our army on the peace establishment that there is less appearance of war, for this measure which is not even equivalent to a partial disarming, serves only to diminish in a small degree, the exense of the Treasury, by taking from the troops for the moment all the right to field rations, as well as to the indemnities due to troops on the war estab The same thing was done last winter.

lishment. The same thing was done last winter.—
[Courrier Belge.]

February 1.—The official part of the Moniteur contains the Royal ordinance, by which the King revekes his decree of the 2d of October, 1832, by which the city of Antwerp was declared in a state of siege.

Paris, Jan. 27 .- Our last accounts from Blaye state that the Duchess de Berri, who had been for some time seriously indisposed, was dangerously ill. Her illness is attributed by every body here to a cause which shall be nameless, and her danger to the un-skilfulness of a surgeon who has attended her. Two experienced medical men, Messrs. Orfilia and Auvity have been despatched by the Government to Blaye Those two gentlemen are more particularly known in France, as professing what is called here legal medicine; that is, offering evidence in criminal courts, in cases of death from a violent or apparently unaccountable cause.

A professor of English has lately been added to the academical corps of the University of Paris, which hereafter is to form a branch of the regular course of education in the colleges and public schools in France.

Within the last week, says an English paper, no less than four richly laden Dutch vessels, of from 300 to 500 tons, have been captured by the Rover

The London booksellers, in announcing their edi tions of President's Jackson's proclamation relative to South Carolina, head their advertisements in capi-tals—" Dissolution of the Union."

Talleyrand, it is said, i wil certainly give up his am bassadorial functions, and leave England in the course of next summer.

The British Government have proposed a small tax upon emigrants in Canada, as calculated to provide relief for the poor themselves, and therefore to en-courage rather than obstruct the influx of industrious persons from the mother country.

Letters from Paris received in London, still speak of a change in the French ministry, but assign no grounds for the expectation.

Bankruptcy.-At a late Court, in London, there was a meeting of the creditors of B. A. Goldschmidt & Co., bankrupts. Numerous claims were entered in proof by the commissioner. Among them was one by Mr. Timothy Wiggins, an American merchant, which was objected to in part. No estimate of the dividend is made; but the claims amount to upwards of 100,000%.

LATEST FROM OPORTO.-We learn from Gibraltar papers to Feb. 4th, brought by the brig Marcellus, Capt. Jennings, that the American brig Hyperion arrived there on the 1st, in three days from the mouth of the Douro, having previously transhipped into boats, to be landed at St. Joao da Foz, Count Saldan-ha, Generale Stubbs and Cabrera, and several other officers. The Miguelite batteries continued very active. Capt. Jennings was informed by the master of the Hyperion, that the Cholera had broken out in Oporto, and states that in consequence, the Hyperion had been placed under quarantine in Gibraltar. The Gibraltar papers do not allude to this fact. [Our latest previous accounts from Oporto were to Jan. 22d.] -[Jour. of Commerce.]

From Liberia.-A letter has been received, via St. Thomas, from Capt. Hardie, of the ship Lafayette, which sailed from Baltimore with emigrants in De-cember. They arrived at Liberia on the 20th of January, after a passage of 38 days from Cape Henry

The U. S. schr. Porpoise, Capt. McIntosh, sailed from Monrovia on the same day on which the Lafayette sailed. No letters have been received except the one above mentioned. A vessel was to sail for Philadelphia in a few days, by which letters may be expected .- [Balt. Chron.]

STIMMARY.

The Supreme Court of the United States terminad its session on Friday last.

From the New-York Gazette. BRITISH NORTHERN EXPEDITION. -Our readers will ecollect that some months since Capt. BACK, of the royal navy, proposed to the British government and to certain gentlemen in London, the project of an Expedition to the Frozen Ocean, in search of Capt. Ross and his companions, who sailed four years ago, and have not been heard from. A public meeting has in consequence been held, and a subscription raised for the purpose of carrying it into effect. whole sum necessary for the purpose is £5000, £2000 of which is furnished by the government, and the whole placed in the hands of a committee appointed to its superintendance, of which Sir George Cock-burn was the chairman, previous to his departure from England. Captain Back, who is appointed to the command, has had an interview with the King and royal family at Brighton, on the subject of the expedition, and was highly complimented for his gallant proposition. The Princess Victoria, (heiress to the throne) presented him a beautifully mounted com-pass, with a handsome inscription. He is to be ac-companied by five men only, three of whom are landsmen, and were companions of Capt. Franklin and himself on a former occasion, one sailor, new to the enterprize, and Mr. King, surgeon, making the whole party six. They were to leave London on the 9th February, to sail from Liverpool a week afterwards for NEW-YORK, and thence take the Northern route, with a number of Canadians, engaged to go along with him, and assist in the expedition. He has seen a chart left by Ross, in which the course he proposed to take is laid down, and this may guide him to the spot, if such there be, where that enterprizing officer may happily be found, and rescued, if still living, from sufferings and death. Capt. Back is provided with instruments of the most perfect kind, and geography and general science must receive great benefit from his toils. The Hudson's Bay Company have acted in the most liberal manner in his behalf, adopting every precaution to promote his succes and giving him a commission in their service, which will place very essential assistance at his disposed throughout the North American continent. For provision he tikes hardly any thing but permunean, the most portable and nutritive. Beads, trinkets, tobaceo, &c. are to be carried out as gifts to the natives. In nouses in the vest little; take, it ages in the vest little take, and the planters are respected as being favourable to the new system.

It is proposed that only one process should take Rome, just published, it appears that it amounted last was to sail on the 16th, in the Hibernia. o'clock.

The body of Mr. William Dehon, of the late firm of T. K. Jones & Co. auctionpers, has been found on the shore of one of the islands in the harbor of Boston. He had been missing for several days.

Another.—Bosron, Manca 16.—Yesterday morning we learn the body of Captain Edward Battles, superintendent of the laborers at the Dry Dock in the Navy Yard, Charlestown, was found suspended in his wood shed. The cause for the perpetration of the act is unknown.

In the Senate of Massachusetts, a bill to abolish company trainings of the Militia, and to substitute an annual inspection, &c. passed by a vote of 20 to 17 on Friday last.

The packet ship Susquehanns, of 600 tons, intend ed for the Liverpool trade, was launched at Mr. Vaughan's yard, in Philadelphia, yesterday.

The General Assembly of Virginia have allowed Mr. Leigh, in their Appropriation law, \$2,500 as a compensation for his services in South Carolina.

The Albany Daily Advertiser of Saturday gives

the following list of appointments made for this city on the preceding day, by the Governor and Senate:

Robert J. Dillon, notary public, in the place of Thomas Slidell, resigned; Stephen Allen, Walter Bowne, Benjamin M. Brown, Saul Alley and Charles Dusenbury, "water commissioners for the city of New-York;" Jas. Lowerie, Jacob Shumway, Henry Howard, Philo Lewis, Andrew Wilson, and Thomas Gardner, inspectors of beef and pork; Daniel Gordon, Benjamin Cooper, and Oliver H. Taylor, inspectors of leather.

Shipwarck.—The John Wells, arrived at Philadelphia from Liverpool, reports falling in on 15th February with an American ship, having a signal of distress flying. It proved to be the ship Catharine, from Mobile for Havre, with a cargo of cettonabandoned by the crew in a sinking condition having ten feet of water in her hold. The cargo is heavily insured in this city.

We learn that early next month, the Citizens' Line will start an evening boat for Baltimore, via the railroad, the passengers leaving Philadelphia immediately after the arrival of the New-York boat. By this arrangement those who leave New-York at six o'clock in the morning, may arrive at Baltimore at about eleven o'clock in the same evening, and those who leave Baltimore in the evening, will reach Philadelphia in time for the six o'clock boat to New-York.—[Philadelphia Inquirer.]

The New York Institution for the Blind.—We have several times briefly noticed the condition of this infant institution, the helpless condition of its pupils, the creditable progress they have made in knowledge and useful arts during the few months they have had instruction, the philanthropic and intelligent efforts made in their behalf by Drs. Russ and Akerly, and the appeal which it makes for aid in sustaining them.
We feel called upon to mention the subject again

by a conviction that this highly interesting and pro-avening at the old Alms House; but, although the children were brought about a mile, with their apparatus, &c., not a member took the pains to step in.
mising institution is in imminent danger of destruction through the neglect of our city government, those who ought to sustain it.

It presents claims upon the public at large, but more particularly upon those who have rendered its establishment indispensable, by producing subjects for it.

Petitions have been sent to Congress and to the Legislature of the State, by the directors of the in-stitution, soliciting aid; and a more urgent one has slumbering, been before the Corporation for weeks, as we understand, in the hands of Dr. Rhinelander, chairman of the committee to whom it was referred. The five pupils now under the charge of the institution, are poor boys from the penitentiary, who lost their sight by the ophthalmia, a disease which was permitted to rage there many months, and reduced sceres of old and young to blindness for life, An in-vitation was accepted by the Board of Aldermen, to attend an exhibition of the children on Wednesday

Institutions for the blind are new establishing in Boston and Philadelphia, with a spirit becoming the people. It is left for the government of New York to disregard their own blind and to turn a deaf ear to

ous night, was cast away five leagues to the West-ward of Malaga. With great difficulty the captain and crew were all saved. The cargo, consisting of silks, linens, &c. will be mostly saved, through the diligence of Mr. Barrel, American Consul at Malaga, to whom, says the report, we cannot attach too much praise, for his assiduity and gentlemanly conduct.— The moment he heard of the disaster, he started for The moment he heard of the disaster, he started for the wreck with all possible haste, taking with him assistance to prevent plunder, and the next day had 131 New London, 21st November. Messrs. Brinsmade, bales of goods in Malaga without damage. The Ladd, and Hooper, however, had been influenced, in going out, very much by a desire to aid the missionary cause; and if lost, their loss will be deeply lamented. Mr. Brinsmade was from Hallowell, Me. saved was then on shore, which comprised all the valuable goods, though with some damage. The sails, both lower masts, spars, &c. were taken out of the vessel and carried ashore. The hull and marble will be a total loss, being too heavy to move from her. Though the weather was very severe, the Con-sul had been lodging in a tent in the vicinity of the wreck all the time.

[From the Journal of Commerce.]

MELANCHOLY SHIPWRECK.—The report brought by the whale-ship Martha, of having seen 14 dead bo-dies and pieces of wreck in lat. 5 deg. 4 m. South, and lon. 29 deg. 15 m. 30 s. West, has awakened a painful interest in the community to know more of the disaster, or at least to be able to identify the ship. It would nevertheless be a melancholy duty to announce this identity, even if we had the means of so doing. Having obtained some information which induced us to fix upon a particular ship as the subject of this catastrophe, we yesterday went on board the Martha, at anchor in the Hudson, in order to obtain such further information as we might be able.

entry on her log-book is as follows:

"Sunday, Feb. 10, lat. 5. 4. S.—lon. 29. 15. 30.

Wind S. E. by E. Pleasant weather. At 8 A. M. saw large schools of fish. At 9 A. M. saw a dead body, and from 9 to 12 counted 14 dead bodies. Lowered a boat and picked up several articles supposed mast, badly burnt from 10 feet from the deck, stage that had the appearance of being over the side for caulking, the slings being burnt off six feet from the stage. Saw pieces of bulwarks, &c."

In addition to the articles above mentioned, is a

block of wood, once a part of a ship, on the upper side of which is written in ink, with a fair hand,

"M. H. Taylor,

Mate of

Ship H

The H. is nearly chafed out, and the rest of the word of which it is the initial, almost entirely. The block is now at this office, and can be seen by those who desire it. There is no paint except upon the under side, and from its general appearance we should think it must have been a refuse block, not in use at the time of the disaster. Hence it is possible that it may have originally belonged to some other ship than the one destroyed.

There is no doubt whatever, of the ship having been destroyed by fire: and it is probable it might have caught from the burning of the pitch while heating on deck for the purpose of caulking. Pitch had deen dropped on the staging. This staging, if we deen dropped on the staging. This staging, if we rightly understood the mate of the Martha, was form-ed by nailing cletes across a common house-ladder, 25 or 30 feet in length, and placing boards upon them. From the dimensions of the try-sail mast, the ship would appear to have been about 500 tons burthen.— The work bench was of the kind usually found in joiners' shops, with a wooden vice, &c. Such work-benches are not common on board ships, and still less are house-ladders of the length above mentioned.

We shall now state some reasons which led us to feer that the ship burnt is the Hellespost, Capt. William Henry, of Boston, This ship sailed from Boston on the 25th of December, bound to Valparaiso, the Sandwich Islands, and India. On the 1st to the 10th of Feb. she might be expected to be in about the position where the ship was burnt.

2. The name on the block of wood. a letter from a commercial house in Boston, which, after alluding to the dead bodies, says, "It is feared they were from the ship Hellespont. M. H. Taylor was mate of that ship." Another letter from a gen. tieman not a merchant. speaks of him as having been

people. It is left for the government of New York a seasmen on board the Hellespont.

3. The work-bench and ladder. On board the every appeal made by benevolence in their behalf.

We recommend another public exhibition to be made, that the subject may be laid before the citizens. going to establish themselves as a commercial house [Deity Advertiser.]

Fire.—The Turpentine Distillery of E. D. West, Surwreck.—We learn by the Marcellus from proceeding to those Islands with a view to perma corner of Eighteenth and West streets, was slightly Marseilles, that the brig John Welch, from Leghorn nent residence, to take with them the frames an injured by fire this moraing, about half-past eight for New York, on the 22 January, in a dark boister. nent residence, to take with them the frames and other materials of houses, it being impossible to ob-tain them on the spot. Those who fitted out the the present instance. If it were, the work-bench and ladder would be a natural accompaniment. We do not find that there were any other passengers on board. A Boston paper of the 24th Dec. in giving a list of the passengers, mentions no others. The

We have thus presented the facts in regard to this melancholy shipwreck, so far as we have been able to collect them. We do not feel certain that the ship is the Hellespont, though we think there is great reason to fear that such is the fact. At the same time it appears to us rather extraordinary that the Martha should have fallen in with so many bodies, Martha should have latter in with so many boules, when the whole number of persons on board (supposing this to have been the ship) probably did not exceed 20 or 25. The Martha passed within a few feet of two of the bodies: the first was in seaman's dress; the other was little else than a skeleton .-Sharks were numerous in the vicinity. Could not say for certainty, whether any of them were in lands-men's dress, or whether any of them were females. Several were at too great a distance from the ship's course, to be able to distinguish their dress.

INDIAN EXPENSES .- From the act making approbtain priations to carry into effect Indian Treaties, &c., as published in the Globe of Saturday, we make the following abstract:

For the Winnebagoes, for treaty of	
September. 1832	923,382
For the Sacks and Foxes,	69,474
For the Shawnees and Delawares, Oct.	42,250
For the Kaskaskias and Peorias.	8,630
For the Appalachicola wibe -	13,000
For the Potawattamies of the Prairie	•
by treaty of October 1832, and January	
1833,	194,779
For the Kickapoos, by treaty of Oct.	- •
and Nov.	71,232
For the Potawattamies of the Wabash,	•

October, 283,761 For the Potawattamies of Indiana For the Piankeshaws and Weas 22.262 To enable the President to extinguish Indian titles in Indiana, Illinois and Mi-3,871

400

1,500

1,650

9.500

4,030

474,013

10,000

100,000

\$1,566,888

chigan, in addition to grant of last year, For Expense of the treaty at Butte dee Morts, in addition to former appropria

For removal and subsistence of the Creeks, &c. in addition,
For arresting and guarding lowey 16,561 murderers, 1.023

For locating Chectaws, (not before provided for For expense of Chickasaw deputation to Washington,

For expense of keeping twelve prisoners of war of the Sacks and Foxes as hostages, &c., For Sundry small items together

For expense of removing and subsist, ing the Choctaw, Creek, Cherokee, and Ohio Indians,

For holding a treaty with the Pota-attamies to extinguish their remaining title in Illinois,

For carrying into effect treaty with Chickasaus, to be refunded out of sales 100,000 of their land, For do do with the Ottawas, For do do with the Menominees 47,400 58,600 5,000

For several small items-together, For expense, if found necessary repressing Indian hostilities on the frontiers,

The greater portion of this million and a half of dollars is for enabling these Indians to remove, compensating them for their improvements, and providing blacksmith's shops, school masters, &c., in their new settlements. There is also a provise in the bill to compensate the American Board of Foreign Missions for the value of their improvements, &c., in the Chectaw settlement, sold at the treaty of the Dancing

Rabbit Creek. Digitized by GOOGLE

sion, for the regulation of the revenue, and for the explanation of various acts connected with the col lection of duties, is set forth in the annexed circular from the comptroller of the Treasury.

We regret to perceive by it, that no discretion ex ists in the Treasury Department to extend the time for the payment of duties on such Kendall coatings, &c. as, having been ordered under the law of July last, will, by the law of 2d inst. be subject to a duty of 50 per cent, instead of 5.

Measures however are indicated, whereby importers will be enabled the more readily to establish their claims before next Congress, for the return of the duties they will be called on to advance.

We have no space to-day for comments on any other parts of this circular.

Circular to Collectors, Naval Officers and Surveyore

TREASURY DEPARTMENT, {
Comptroller's Office, March 7, 1833. }
-You will receive, herewith, for your government, the following acts passed at the last session of Congress, viz. :

1. "An act to explain an act entitled 'An act to reduce the duties on coffee, tea and cocoa,' passed the 20th May, one thousand eight hundred and thirty."

2. "An act to explain and amend the 18th section of 'An act to alter and amend the several acts impos-

ing duties on imports,' approved the 14th July, 1832."

3. "An act establishing a port of entry and delivery at the village of Fall River, in Massachusetts, and discontinuing the office at Dighton."

4. "An act to explain and amend the act to alter and amend the several acts imposing duties on imports, passed the 14th July, 1832, so far as relates to hardware and certain other manufactures of Copper and Brass, and other materials."

5. "An act to modify the act of the 14th July, 1833

and all other acts imposing duties on imports."
The third section of act No. 2, contains the follow

ing provisions, viz.:
"If a sum equal to the amount of duties levied by the said act of the 14th July, shall not have been collected, and the bond or bonds given shall amount to more than the duties imposed by said act, the Secretary of the Treasury shall direct that a debenture cetrificate or certificates, the form of which shall be prescribed by him, for such excess of duty, shall be issued to the persons placing the same in the custody of the customs, payable out of the bond or bonds given for duties on the same. The collectors to give the debtors credit on the bonds for the difference between the high and low duties, and to cancel the bodns on payment of the balance."

To carry these different provisions into effect, you are when the importer deposits the goods, to credit his bonds with the difference between the high and low duties, and if any excess shall then appear to nave been paid, such excess is to be refunded to him at the Treasury; but if, upon giving such credit, the full amount of duties according to the existing laws will not have been paid, the bonds are to be cancelled only on the payment of the balance thus remaining

to be paid.

But in case of goods being deposited by a person other than the importer thereof, and a sum equal to the amount of duties levied by the said act of the 14th July, shall not have been collected, and the bond or bonds given shall amount to more than the duties, imposed by said act, instead of giving a credit on the duty bonds of the importer, for the difference between the high and low duties, a debenture certificate is to be issued to the person depositing puch goods for such difference, the form of which, marked A, approved by the Secretary of the Treasury, is herewith transmitted.

From this form you will perceive that the debentures will be payable only in case the duty bonds on which they may be predicated, shall be paid.

The same principle is to govern in the case of goods heretofore liable to duty, but which, under the act of the 14th July, 1832, will be free.

If such goods be deposited by the importer, any duties which may have been paid thereon, are to be refunded to him at the Treasury, and the bonds for the balance of the duties (if any) are to be cancelled; and if such goods be deposited by a person other than the importer, and no duties thereon have been paid, he is to receive debenture certificates for the whole, payable at the same times respectively at which the bonds given for the duties will become payable: but if a part of the duties were paid, then such part is to be refunded to the person who may have deposited

before mentioned.

The 3d section of act No. 2, also contains a provi sion according to which goods deposited and remaining in the custom house stores until the 1st of April next, will be entitled to the benefit of the 18th section of the act of 14th July, 1832, and if any higher duty shall have been paid thereon than would have been levied under the last mentioned act, such excess is to be refunded out of any money in the Treasury not otherwise appropriated, to the person who may have placed the same in the custody of the customs.

The applications for a return of such excess of duties, as well as for other duties to be refunded, are, of course, to be made to the Treasury, and to substantiate the claims, a certificate of the custom house officers is to be produced, agreeably to the enclosed form, marked B.

When goods which have been or which shall be deposited for the benefit of the 18th section of the act of the 14th July, 1832, by persons other than the original importers thereof as authorized by the accompanying act No. 2; the identity is to be established by satisfactory evidence of the transfer or transfers for your government, in relation to which the Secretary of the Treasury directs that the regulations prescribed by law, when goods are exported for the benefit of drawback by persons other than the original importers thereof, be observed.

Information having been received from sources entitled to entire confidence, that impositions have been practised, and will continue to be practised, on the revenue, by invoicing and entering the articles known by the names of "Summer Cloth," and "Brechellas," under the name of "Worsted stuff goods," when, according to the materials of which they are both composed, (say worsted or combed wool and cotton) they are not entitled to that classification, but are liable to the Woollens duty, it becomes necessary that measures be adopted at the custom-houses, in the examination and inspection of such goods, to detect and prevent impositions of the kind in future.

In compliance with instructions from the Secretary of the Treasury, you are requested to refund the disor the Treasury, you are requested to retain the dis-criminating duties of tonnage which have been levied by you on Mexican vessels since the 5th April, 1832, the date of the President's Proclamation, directing the Treaty between the United States of America and the United Mexican States, to be fulfilled.

It is deemed proper to take this occasion to communicate to you the following decisions of this office,

1. That in estimating the value of wool unmanufactured, at the place of exportation-to the actual cost, if the same shall have been actually purchased, or the actual value, if the same shall have been procured otherwise than by purchase, at the time and place, when and where purchased, or otherwise pro-cured, or to the appraised value, if appraised, are to be added all charges, except insurance, and the weight is to be regulated with reference to the pound weight as known and established in the United States. If it shall be proved to your satisfaction, that there is any difference between the pound weight in the United States and that of the foreign country of exportation, such difference is to be taken into view in the computation of the value of the wool. If the value of unmanufactured wool, estimated in the manner thus prescribed, shall exceed eight cents per pound, it will be liable to duty, and vice versa, if it does not exceed that sum per pound. An actual weighing at the time of arrival, in considered necessary in all cases in order to ascertain whether the wool will or will

not be liable to duty.

2. That an article called "Fancy Coral," in thin uneven pieces, about a quarter of an inch in length, with a hole midway between the two ends, is not considered as coming under the denomination of "Beads," in contemplation of law, and if not entitled to the general exemption from duty of "Coral," is entitled to such exemption as an article not enume. rated in any law, and heretofore liable as such, to an ad valorem duty of 15 per cent. The circumstance of such Coral being strung, is not considered as placing it upon a different footing.

3. That Coral beads are liable to an ad valorem

duty of 15 per cent. as "all other beads, not otherwise enumerated."

4. That window blinds, made of split rattans, are liable to an ad valorem duty of 15 [25] per cent. as

The OPERATION OF THE LAWS passed at the late sest the goods, and debenture certificates for the balance thickness of the links, are suitable for, and are on, for the regulation of the revenue, and for the lof the duties are to be granted to him, payable as generally used for Cables, whether of large or small generally used for Cables, whether of large or small vessels, are to be subjected to the specific duty of 3

cents per pound.
7. That Goats and Camel's hair Camlets, are en-7. That Goats and Camel's hair Camiets, are entitled to an entry at 15 per cent. being considered as coming under the general classification of "Cashmere or Thibet," in contradistinction to the classification of "Merino Shawls made of wool, and all other manufactures of wool, or of which wool shall be a component part."

8. That shawis, the body composed of Silk and Worsted, with the figures on the border formed with carded wool, are considered to be entitled to be placed under the classifiation of "Shauls and other manufactures of Silk and Worsted at an ad valorm duty of 10 per cent.

9. That shawls of worsted or combed Wool and Cot-

tons, are liable to the Woollen's duty.

That the articles called brown rolls, or Heedens, Dowlas, Pla Illas, Creas, and Bretagnes, are entitled to an entry at an ad valorem duty of 15 per

 That the following articles are liable to an ad valorem duty of 25 per cent. viz: black linens.— Russia sheetings, linen diapers and damasks; damask table cloths and napkins, linen sheeting, linen crillings for pantaloons, linen lawns, called long lawns, linen threads, Irish linen shirtings and es-

12. That sail needles, sack and yarn needles, darning needles, bent packing needles, shoemaker's glover's, and saddles netting and tambouring needles, and all similar needles, are embraced general exemption of "Needles." Book Bodkins not included.

13. That so much of the act of 20th April, 1818, as requires wines and distilled spirits to be deposited in the public stores, to be entitled to drawback, is considered to be still in force; but that the terms of credit therein allowed are virtually repealed by the 5th section of the act of the 11th July, 1832, entitled "An act to alter and amend the several acts imposing duties on imports," the provisions in this respect, in the last mentioned act, being so repugnant to those in the former, that both cannot stand well together, and have a concurrent efficacy.

It may be proper to observe, however, that this decision is applicable only to the importations of wines and distilled spirits, which have been made since the 3d instant, and which may hereafter be made.

It is understood that large importations were made of the articles known by the name of Plains, Kerseys, and Kendal Cottons, and deposited in the customhouse stores for the benefit of the reduction of duties which was to have taken effect after the 3d day of the present month, as authorised by the act of the 14th July, 1832, already referred to; and that orders for a large quantity of said goods have been given upon the faith that after the 3d inst. they would be admitted to entry at an ad valorem duty of 5 per cente but that under the act entitled "An act to modify the act of July, 1832, and all other acts imposing duties on imports," which, so far as relates to these particular kind of goods, having taken effect on the 2d of the month, and raised the duty thereo to 50 per cent., the importers will be compelled to advance duties, (say the difference between the higher and the lower rates,) for which, upon everyprinciple of justice and good faith, they conceive, Congress will pass a law to have refunded to them, and that such advance can be prevented only in case the Treasury Department can extend the time for the payment of the duties on the goods in question.
It is regretted that such will be the operation of the

two acts mentioned; but it is not competent for the Treasury, in any case, to extend the time of payment beyond that, at which, according to law duties on goods become due and payable.

With a view, however, to facilitate any application which may be made to the next Congress for relief, it would be advisable to keep a particular account of these goods, the names of the importers, the dates of payment of the duties, and the difference between the higher and lower amount of duties.

It will naturally suggest itself to you, that you are not to include in such account any goods which you are not perfectly satisfied are of that description and fabrics as to have entitled them to an entry at five per cent., in case the act, in relation to them, of 1833, had not repealed that of 1832,

5. That all articles composed entirely of Silk and Linen, are entitled to an entry as manufactures of Silk and Silk and Silk shall be a component part."

6. That all iron chains, which from the features of the payment of the paymen ilk, or of which Silk shall be a component part."

6. That all iron chains, which from the form and rates fixed by the act of 2d instant, and the Plains,

Kerseys, and Kendal Cottons be deposited in the Custom House stores as prescribed by law, they will be entitled to the benefit of the 18th section of the act of 14th July, 1832. Respectfully,

J. Anderson, Comptroller.

ARMY OF THE UNITED STATES. HEAD-QUARTERS OF THE ARMY, ADJUTANT GENERAL'S OFFICE.

Order \\No. 14. WASHINGTON, March 6, 1833. 1. The following list of appointments in the United States Regiment of Dragoons, has been received from the War Office, and is published for general information:

> WAR DEPARTMENT 5th March, 1833.

2. The President has made the following appoint. ment in the Regiment of the United States Dra-goons, to be raised under the Act of Congress, ap. approved March 2d, 1833:

Names, Rank, and date of appointment.	Dates of former Commissions
Colonel. 1 Henry Dodge, 4 March, 1833. Lieutenant Colonel.	Major of Rangers, 21 June, 1833
1 Step. W Kearney, 4 March, 1833.	Maj. 3d Inf. 1 May, 1829; By 1 April, 1823.
Majoř. 1 Richard B. Mason, 4 March, 1833.	Capt. 1st, Inf. 31 July, 1819.
Captains. 1 Clifton Wharton, 4 March, 1833.	Capt. 6th Inf. 22 April, 1830.
2 Edwin V. Summer, 4 March, 1833.	1st Lt. 2d Inf. 25 Jan. 1823.
3 Reuben Holmes, 4 March, 1833.	1st Lt. 6th Inf. 15 Feb. 1826.
4 David Hunter, 4 March, 1833. First Lieutenants.	1st Lt. 5th Inf. 30 June, 1828.
1 Wash. Seawell, 4 March, 1833.	2d Lt. 7th Inf. 1 July, 1825.
 David Perkins, 4 March, 1833. Philip St. G. Cooke, 4 March, 1833. 	2d Lt. 5th Inf. 1 July, 1827. 2d Lt. 6th Inf. 1 July, 1827 Adj. 6th Reg.
4 Abm. Van Buren, 4 March, 1833.	2d Lt. 2d Inf. I July, 1827.
Second Licutenants. 1 James F. Izard, 4 March, 1833.	2d Lt. 2d Inf. 1 July, 1828.
2 Jefferson Davis, 4 March, 1833.	2d Lt. 1st Inf. 1 July, 1828.
3 Thomas Swords, 4 March, 1833.	2d Lt. 4th Inf. 1 July, 1829.
4 Joseph Ritner, 4 March, 1833.	2d Lt. 4th Inf. 1 July, 1830.

3. The organization of the Regiment of Dragoons will be perfected hereafter, by the selection of such officers from the Battalion of Rangers, as may be deemed qualified for the service. The Mounted Rangers will be coutinued in service until relieved by the regular cavalry.

By order of Maj. Gen. Macomb, R. Jones, Adj. General.

The Albany Argus states that Governor Marcy has appointed Benjamin F. Butler, Peter A. Jay and Henry Seymour, Commissioners on the part of this State, to adjust the boundary and jurisdiction between the states of New-York and New-Jorsey.

We announce with pleasure, arrivals from Newburgh. Ere this, the Hudson is probably free of ice between this city and Poughkeepsie; and, before the end of the week, the navigation to Albany and Troy no doubt will be uninterrupted.—[Gazette.]

WHALING-Unparalleled luck .- About the 1st of August last, the ship Boston, Capt. Sayer, left this port fitted for a twelve months' voyage. We have the pleasure of stating that the Boston has returned, after an absence of only seven months, laden with 1900 barrels of right whale oil, and 16,000 pounds of whale bone, Lester & Huntington.—[Norwich (Con.) Republican.]

SALES OF REAL ESTATE AT AUCTION. By James Bleecker & Sons, March 9th.

Inder the direction of F. De Peyster, .Ir. Esq. Master cory—the Estate of (4. B. Abbel.	in Chan
3 story frame house and lot 657 Water street, 16:8x70	\$1,92
Do do do 655 do do	1,75
Do do do 653 do do	1,60
2 story do do in the rear of the above on	1,00
	1 00
Front street, lot 16:8x70	1,60
Bo do do adjoining do	1,450
Do do do do do	1,450
Vacant lot extending from E. Broadway to Division	
street, on Clinton, east side, 23:4x110:10	4,90
Lot adjoining on E. Broadway and Division street	3,50
Do do do do do	3,400
Do do on Division street, 23:4x54:6	
The and four frame building street, 23:4x34:0	1,70
Lot and four frame buildings NW. corner Pearl and	
Augustus streets, 30 feet on Pearl, 107 feet 2 inches	
on Augustus, 92 feet 1 inch on the other side, and	
25 feet in rear	8,12
3 story brick house and lot 19 Park Place, with a 2	-,
story brick coach house on Murray street, lot 26 ft	
on Park Place, and 25 ft on Murray street	21 00
House and lot 386 Water street 20:6x60:2	31,00
2 store balah bassa and las 97 Charment and las 97	4,55
3 story brick house and lot 87 Cherry street, 17x70	4,70

2 story brick house 364 Water street, 16:11x49.8....
Do do 3645 do do 16:6x60......
3 story brick store and lot 190 South street, and 365
Water street, lot 33:4 on each street, by 160 6.....
3 story brick store and lot 8 E. corner of James slip and Water street, lot 26 ft 3 in front, 25 ft 5 in rear, by 450 deep. 3,800 3,600 21,100 8.100 4,600 5,000 2,108 1,600 500

\$126,050

(TNEW-YORK FARMER AND AMERICAN GARDENER'S MAGAZINE. Whole number, Vol. 6. New Series, Vol. 1. This is an AGRIGULTURAL periodical, published monthly, containing 32 large quarto pages of three columns each, devoted particularly to Agriculture, Horticulture, &c. It will also contain much interesting matter upon other subjects, such for instance as road making and repairing, together with steam carriages for common roads, with other modes of improving internal communication. Its main object, however, is to collect from those who cultivate the soil scientifically, and observingly, and to disseminate such information as may tend to improve the mode of cultivation throughout our widely improve the mode of cultivation throughout our widely extended country. No person will deny the utility of such a publication properly conducted; norwill any one doubt me when I say that such a paper cannot be properly conducted and handsomely executed, without an extensive cir-

ducted and handsomely executed, without an extensive circulation and prompt payment to meet its expenses.

Terms, Three Dollars per annum, in advance; and will not be sent without, as, at its present price, it will not pay a commission for collecting, nor bear the loss arising from want of punctuality on the pert of subscribers.

D. K. MINOR, Proprietor,
35 Wall street, New-York.

GARDEN SEEDS, &c.



Wm. Prince & Sons, Flushing, near New-York, have imported by the last arrivals several thousand dollars worth of Seeds of the choicest varieties of Vegetables known in the different countries of Europe, and will furnish supplies to venders at very reasonable rates. These seeds are of a quality not to be surpassed. They have also 200 pounds Yellow Locust, or Robinia Pseudacacia seeds, of the fine Long Island variety, so celebrated for ship timber, at a low price.

the nie Long Island Variety, so celebrated for sinp timber, at a low price.

Priced Catalogues will be furnished on application direct, per mail, or otherwise. Catalogues of Fruit Trees, Greenhouse Plants, &c. with the reduced prices, will also be sent gratis to every applicant.

feb20

G. LANSING, Engraver on Wood, 35 WALL STREET.

All kinds of Machinery correctly drawn, and neat ly engraved.

TOWNSEND & DURFEE, of Palmyra, Manufacturers of Railroad Rope, having removed their establishment to Hudson, under the name of Durfee & May offer to supply Rope of any required length (without splice) for inclined planes of Railroads at the shortest notice, and deliver them in any of the principal cities in the U. States. As to the quality of Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson and Delaware Canal, and Railroad Company. Cashondels Luzerne County. Pennsyl road Company, Carbondale, Luzerne County, Pennsyl

Hudson, Columbia County, New-York, January 29, 1833.

PF-GRACIE, PRIME & CO., 22 Broad street, have on hand the following Goods, which they offer for sale on the most favorable terms, viz:

nost fayorable terms, viz:

200 qr casks Marseilles Madeira, entitled to debenture
100 cases White Hermitage
50 do. Bordeaux Grave
4 cases Gum Arabic
2 cans Oil of Orange
8 casks French Madder, ESFF
2 do. do. SFF
10 do. Danish Smalls, FFFE; 20 do, Saxon do.
8 do. Small do.; 20 kegs Tartaric Acid
200 kegs Sultpetre
210 bales superior quality Italian Hemp

200 kezs Saltpetre
200 bales superier quality Italian Hemp
20 tons Old Lead
300 barrels Western Canal Flour
500 do. Richmond country do.
100 balos Florida Cotton; 20 do. Mexican do.
20 do. Sea Island do.
200 do. Leghorn Rags, No 1.
100 do. Trieste do. SPF
100 do. do. do. FF
18 boxes Maraschino Cordials
250 lbs. Coney and Hares-back Wool, for Hatters
50 M. English Quille.

SO M. English Quills.

DRY GOODS—by the package.
20 cracs white and dark ground, fency and full Chintz Prints, ail new styles received per Napoleon.
9 do. assected colored Circassians
13 do. do. do. Merinos
5 do. Italian Lustrings
1 do. 35 inch Cravats
10 do. Jet black Bombazines
8 do. Printed border Handkerchiefs
2 do White Diamond Quiltings
2 do Furniture Dir lites
2 2000 piaces Engl. Brown Shirtings, 33 in.

[ture.



MECHANICS' MAGAZINE.

AND
Register of Inventions and Improvements.

To the Mechanics of the United States.—In this populous and enlightened country, almost every description of persons can obtain knowledge and amusement, connected with their peculiar pursuits, through the Medium of the Journal or Magazine especially devoted to their interests. The Theologian, the Farmer, the Philosopher, the Sportsman, and even the Plough-Boy, has each his journal, where he can find a record of the pessing events of the day, connected with his peculiar avocations, and recreation. Hitherto, the Mechanics (who form a large and most important portion of the community) have had no Journal to which they could turn, with the certainty of finding that information they desire—no periodical, of which they could with confidence say,

"This is ours, and for us." To the Mechanics of the United States.

"THIS IS OURS, AND FOR US."

"THIS IS OURS, AND FOR US."

In the hope that the attempt to supply such a want, at a price so reasonable as to be within the reach of all, will meet with your active support, the subscriber proposes to publish on the first day of each month a "Mechanics' Magazine." It will contain a well digested selection of the most useful and interesting articles from the London Mechanics' Magazine, London Register of Arts and Sciences, Repertory of Inventions, Library of Useful Knowledge, Journal of the Franklin Institute, and other works connected with the Arts and Manufactures published in this ted with the Arts and Manufactures published in this country and in Europe, accompanied with numerous well executed engravings. Its pages will be open for the communications of all, and especially for those of the Practical Artisan, to whose interests it will be more particularly devoted.

The "Mechanics' Magazine" will contain also a due portion of the occurrences of the month, Scientific and Literary, Reviews of Books, Anecdotes, Economical Receipts, Reports of the state of Mechanics' Institutions, and other Scientific Societies in this and other countries.

327 In order that the work might be produced to the entire satisfaction of those for whom it is designed, and with credit to myself, I have secured the aid of a gentleman who was for several years engaged in publishing the London Mechanics' Magazine—a work of great merit and extension, and which Dr. Berkbeck, the President of the London Mechanics' Institution pronounced as the most realizable for the bank of several years. valuable gift the hand of science ever offered to the Artizan

Each succeeding number will contain 64 pages, handsome ly printed, and attached in a neat cover. Six numbers will form a volume, for which an Index and Title-page will be supplied, and also a Portrait of some distinguished Mechanic, as a Frontispiece.

Terms, \$3 per annum, in advance.

D. K. MINOR, 35 Wall street, New-York.

PATENT RAILROAD, SHIP AND BOAT SPIKES.

THE TROY IRON AND NAIL FACTORY Keep constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years suc-cessful operation and now almost universal use in the United States (es well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

a Patent, are found superior to any ever omered in market.

RALLROAD COMPANIES may be supplied with Spikes having countersink heads suitable to the holes in iron rails, to any amount and on short notice. Almost all the Railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to.

HENRY BURDEN, Agent.

Troy, N. Y., July, 1831.

3CF Spikes are kept for sale, at factory prices, by I. & J. TOWNSEND, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 222 Water-street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

P. S. Railroad Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

j23 lam

H. BURDEN.

PAPER.

THE SUBSCRIBERS, Agents for the Saugerties Paper Manufacturing Company, have constantly on hand an extensive assortment of Royal, Medium, and Imperial Printing Paper, all made from first quality Leghorn and Trieste Rags. All contracts made after this date, will be furnished with 480 perfect sheets to the ream; and all sales amounting to over \$100, of Medium or Koyal, out of that part of the stock which includes cassia quires, the purchasers will be allowed an extra quire of perfect paper to each double ream, with additional allowances to the publishers and the trade, who buy largely. The terms will be liberal. Apply to GRACIE, PRIME, & CO., 22 Broad Stroet.

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METEOROLOGICAL RECORD FOR THE FORTNIGHT ENDING MONDAY, MARCH 18, 1833. KEPT IN THE CITY OF NEW-YORK.

[Communicated tor the American Railroad Journal.]

Date.	1	Hours.		Therm- ometer.	Winds.	Strength of Wind.	Clouds from what direction.	Weather and Remarks.
Tuesd. Mar.		6 a. m.	30.45 .48	12 21	NW NW	light moderate		fair —thin cir rus from wsw
	ļ	10 2 p. m.	.44	23	NW-WSW WSW-SW	MOCHENIE	••	cloudy
		6	.30	21	8W			cloudy
Wednesday,	6	10 6 a. m.	. 19 29 . 89	21	NNEN	::	wbys	anowy anow—fair
	- 1		`.90				(WaW)	fair
	-	10		1	NNW		{ w }	
	-	2 p. m.	.97 30.04	32 30	••	fresh moderate	NW	—cloudy cloudy—fair
		6 10	.14	25				fair
Thursday,	7	6 a. m.		24	WaW EW88W	light moderate	w wbys-wsw	cloudy
		10 2 p. m.	.11	35	88 W8	'	WBW-6W	clear
	1	6 10	.00 29.99			.:		clear fair
Friday,	8	6 a. m.	.94	33			aw by w	cloudy
		10 2 p. m.	.89		sse—variable	light		fair cloudy
	-	6	.78	39	E	::	••	—fair—cirrus at waw
Can-1		10 6 a. m.	.77 .80	37 33	ene N	::		cloudy fair
Saturday,		10	.89	42	NNWW	::		ſ
	1	2 p. m.	.81 .83		WNWsW	::	'	clear
		10	.89	35	••	::		••
Sunday, 1	10	6 a. m. 10	30.01 .06	39 44	ew Ene	faint	WaW	fair
	١	2 p. m.	.08	45	••	light	w by s	—cloudy
		6	.10 .11		••	moderate	••	cloudy rainy
Monday, I	11	6 a. m.	.24	30	NNE		NNE	cloudy—thick low scuds
		10 2 p. m.	.30		NE by E	::	NE by E NE-ENE	fair —
		-	1 1			1	(wbys)	
	-	6	.30		R		}	cloudy
		10	.31		•••		` - /	cloudy
Tuesday,		6 a. m. 10	.27	33	ene	::		···—foggy
		2 p. m.	.18	27			} !	— —rainy
		6	.10	36	NE	fresh		rainy— rain
Wednesday,	13	6 a. m.	.00	34	NNW		w by a	cloudy fair
- *		10 2 p.m.	.13	36	NW—W	strong	NW	—scuds from NW
	١	6	.14	33		fresh moderate	••	
Thursday,	14	10 6 a. m.	.45	26	i ::	i'nt-calm		clear
		10	.51	36	WSW-4W	calm-i'ht)	
	1	2 p. m	∤ .38	32	88W -6- 88W 8-88E	moderate	!	::
TD_1.1		10	.39	32		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Waw	 cloudy—floating ice continues plenty
Friday,		6 a. m.	1	}	94W		(WaW)	1
	Ì	10	.24	37	sw—s by w	light	-}-W	fair
		2 p. m.	94	46	WSW-NW	—faint		clear
		6 10	.24	42	l	calm	J	
Saturday,	16	6 a. m	.41	1 34	NNE	light	NW	fair
		10 2 p. m	.47	3 46	NE by B	::		clear
		6	.43	3 42	NE	1	i	1
Sunday,	17	10 6 a. m.	.59	2 30	—ENB	moderate	1	
	-•	110	.56	38	E-ESE		E ESE-SEE	fair—low souds from R
		2 p. m	.48	37	e by R	;;	s by R	cloudy
W 1	10	10	4	7 3 6	a by w	faint	sew	fair —
Monday,	40	6 a, m 10	" .3£	38		1		—fair
		2 p. m.	.48 .47 .33 .33 .21	49		moderate	ή .	clear
		10	.19	42		light	1	1::
						11 20 05		

Average temperature of the week ending March 11, 32.25.

Average temperature of the week ending March 18, 36.

Average temperature of the week ending March 6, 21.14, being the coldest week of the season.

WARRIAGES.

On Wednesday morning, by the Rev. Dr. Mead, of Philad., JAMES TORRANCE SMITH, to JAME ELIZA, daughter of William Mead, of New Rochelle.

Mega, of New Accincie.

On Thursday morning, 21st inst. at Ascension Church, by the Rev. Manton Eastburn, Josian Lane, of the house of Lane, Samson & Co. to Sarah, daughter of Henry W Hills.

On Tuesday evening, 19th instant, by the Rev. Dr. De Wett, Gronge C. Satterler, to Mary Lx Roy, daughter of the late Daniel Livingston, Esq.

DEATHS.

illness, which she bore with christian fortitude and resignation, Mrs. Theodosia R. wife of Mr. Jacob D. F. Randolph, in the 21st year of her age.

On Sunday morning, at the City Hotel, Eurhemma, infant daughter of Joseph A. Constant.

On Baturday morning, March 16, after a short liness, John Mralt, aged 33 years.

This morning, 19th linst, of consumption, Mrs. Manice Center, wife of Ash H Center, in the 43d year of her age.

On Wednesday evening, Mr. John Wood, Jr. in the 43d year of his age.

This morning, 30th inst. Louisa Christmas, only daughter of Dr. Ansel W Ives, aged 2 years and 5 months.

Yesterday evening, 19th inst. Walter, son of J. W. & Mabia Buith, aged 1 year and 10 months.

On the 7th inst. Johathma Gardiner, Esq. at Eton's Nock, L. I.

Thursday morning, in the 35th year of herage, Catharine, Cecilia, wife of B. Woolsey Rogers.

Friday morning, 15th inst. Hannah, wife of Augustus Cresies, in the 61st year of herage.

On Monday, the 18th inst. Almera, the daughter of Thomas B. Mercein, in the 18th year of herage.

Yesterday afternoon, 90th inst. Cornella Brach, youngest daughter of the Bry. Samuel H. Turner, D. D., aged 18 months.

On the large of 7 years. Mr. Lyon was a resident of Jersey Cry of the large of years.

At Funchal, Island of Madeira, in December last, J. Still-Yesterday (Monday) afternoon, at 6 o'clock, after a lingering watt, Clark, aged 19 years, son of John Clark, of this city.

[Communicated for the N. Y. American.]

Died, on the 16th inst., at his residence in the village of West Farma, Weatchester County, WILLIAM HOFFMAN, M. D., in the 52d year of his age.

A violent disease, produced by great exposure to the severity of the season while in the discharge of his professional duties, closed the life of this excellent and valuable mau. For thirty years Dr. Hoffman has been a medical practitioner in the town of Westchester; and as a man and a physician has sustained a reputation of the highest order.

His long career of professional service, which made him known to almost every resident within the limits of his extensive practice, was marked by the tenderest sympathy for the suffering of every class, and a devotion to the cause of humanity in which selfish considerations were forgotten.

In the depth of the wintry night, when his frame craved repose from the fatigues of the day, he has ridden many miles to visit patients whose circumstances precluded the idea of pecuniary recompense. He has supported in his arms and ministered to the necessities of the unfortunate being left to perish unattended in a manger, during the prevalence of pestilential disease.—Always patient, affable and benevolent, he hore without complaint the ingratitude of those to whom he had rendered the offices of humanity, and was ready to repay with kindness the wrong that he suffered.

As a citizen Dr. Hoffman was distinguished for sound sense, clear judgment and unswerving lategrity. As a Christian, he was devout and exemplary without affectation.

Abounding in liberality towards those who (like the writer of this notice) differed from him in the forms of religious society, he exhibited, by the tenor of his life, that practical piety which is beyond profession, and belongs peculiarly to no sect.

In the death of Dr. Hoffman a whole community feel that they have sustained a great—an Irreparable loss. Many, very many, whose tears have fallen over his remains, will cherish in their hearts the memory of his virtues to

REPORT OF DEATHS—WERE ENDING SATURDAY, MARCE 16.

90 and 100— 0 50 and 60— 3 10 and 28— 9 80 and 90— 2 40 and 50— 4 5 and 16— 3									
90	and	100 0	1 50	and	60-3	í 10	and	26-	9
80	and	90 9	40	and	50 4	5	and	16-	3
70	and	80 3	30	and	40-14	1 2	and	5	Ř
60	and	70 0	20	and	30-18	Ιĩ	and	<u>9</u>	ž
	70 and 80— 3 30 and 40—14 2 and 5— 8 60 and 70— 0 20 and 30—18 1 and 2— 2 Of and under one year, 23—Total, 98.								

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ENGINEERING AND SURVEYING INSTRUMENTS.

INSTRUMENTS.

The subscriber manufactures all kinds of Instruments in his profession, warranted equal, if not superior, in grinciples of construction and workmanship to any imported or manufactured in the United States; several of which are entirely newstanong which are an Improved Compass, with a Telescope stacked, by which angles can be taken with or without the use of the needle, with perfect accuracy—also, a Railroad Gondometer, with two Telescopes—and a Levelling Instrument, with a Gondometer attacked, particularly alapted to Railroad purposes.

MM. J. YOUNG,
Mathematical Instrument Maker, No. 9 Dock street, Fhiladelphia.

The following recommendations are respectfully submits to Engineers, Surveyors, and others interested.

The following recommendations are respectfully submitted to Engineers, Surveyors, and others interested.

In reply to thy inquiries respecting the insuments manasfactured by thee, now in use on the Baltimors and Ohio Railroad. I cheerfully furnish thee with the following information. The whole number of Levels now in possession of the deparament of construction of thy make is seven. The whole number of the "Improved Compass" is eight. These are all exclusive of the number in the service of the Engineer and Graduation Department.

Both Levels and Compasses are in good repair. They have n fact needed but this repairs, except from accidents to which all instruments of the kind are liable. I have found that thy patterns for the levels and compasses have been preferred by my assistants generally, to any others in use, and the Improved Compass is superior to any other decription of Goalometer that we have yet tried in laying the raile on this Road.

in use, and cription of Goalometer that we have you can this Road.

This instrument, more recently improved with a reverse telescope, in place of the vane sights, leaves the engine scarcely any thing to derire in the formation or convenience the Compass. It is indeed the most completely adapted to have the Compass. It is indeed the most completely adapted to have the Compass. It is indeed the most completely adapted to have the Compass. It is indeed the most completely adapted to have the Compass. carcely any thing to device in the most completely adapted to interthe Compass. It is indeed the most completely adapted to interal angles of any simple and chear instrument that I have yet
seen, and I cannot but believe it will be preferred to all others
now in use for laying of rails—and in fact, when known, I think
it will be as highly appreciated for common surveying.

Respectively thy frend,
JAMES F. STABLER, Superintendant of Construction
of Baltimore and Ohio Railroad.

Baltimore as Ohio Railroad.

Philadelphia, February, 1833.

H. ving for the last two years made constant use of Mr.

Young's "Patent improved Compase," I can salely say I believe it to be much superior to any other instrument of the kind now in we, and as such most cheerfully recommend it to Estimers and Surveyors.

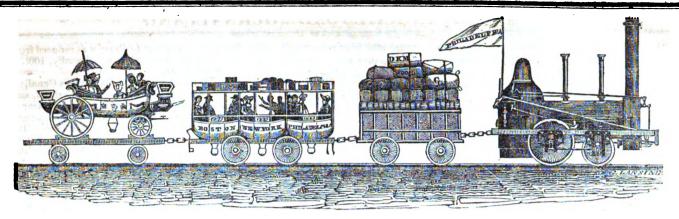
E. H. GPLL, Civil Engineer.

For a year past I have used instruments made by Mr. W.L. Young, of "hiladelphia, in which he has commined the parameter of a Theodollic with the common kevel.

I consider these instruments admirably calculated for laying the transfer of a Theodollic with the common kevel.

I consider these instruments admirably calculated for laying the transfer of the parameters as pre-grable to any others for that purpose.

HENRY R.CAMPBELL, Eng. Philad.,
milly Germant, and Norrist Released.



AMERICAN RAILROAD JOURNAL, INTERNAL AND ADVOCATE OF IMPROVEMENTS.

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

D. K. MINOR, EDITOR.]

SATURDAY, MARCH 80, 1933.

[VOLUME II.—No. 13.

CONTENTS:

On Road-Making; Natural Wonders; Canal of Goe

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, MARCH 30, 1833.

We shall give in our next a description, with engravings, of the "New-York Patent Guard Rail," of which we have before spoken. It is considered, by some of our most distinguished Engineers, a great improvement upon the Iron the world are within the United States, and Rails heretofore in use.

We are indebted to Charles H. Hammond, Esq. of Bennington, Vt., for the interesting and valuable letter from J. Loudon M'ADAM, Esq. of Hertfordshire, England, upon the subject of road making, which will be found in this number of the Journal. It will, we are sure, without any solicitation on our part, be read with great pleasure by all who take an interest in the improvement of our system of road making, emanating as it does from a gentleman of intelligence, and long experience in the business upon which he writes. '

To the Editor of the American Railroad Journal:

"Mr. Williams, engineer of Cincinnati," in his proposals for "publishing a practical treatise upon road making," invites those who wish to suggest improvements, to communicate to him their thoughts on the subject free of expense. I therefore, in compliance with his requisition, send you the following for insertion in the Railroad Journal.

To construct a good road still continues to

me: Instead of forming, in the usual way, the road convex, it should be concave, say 25 feet wide, sloping very gradually to the middle, so that the sides shall be a few inches higher than the middle. This, I believe, is not altogether a new idea: the following, however, as far as I know, is new. I would propose that where the ground is level, to make it so much undulating as that the water shall acquire a motion; at each declivity the water should be carried off through hollow drains to the sides. The distance between these artificial mounds must be determined by practical experiments.

Here I give you my proposed improvements in the art of road making. These undulations, I believe, will turn out to be a great relief to the horses. A road so constructed will not be a supply of new materials.

J. S. Yours. &c.

NATURAL WONDERS .- It is very surprising that two of the greatest natural curiosities in yet scarcely known to the best informed of geographers and naturalists. The one is a beautiful water-fall in Franklin county, Georgia; the other a stupendous precipice in Pendleton district, South Carolina: they are both faintly mentioned in the late edition of Morse's Geo-graphy; but not as they merit. The Tuccoa falls are much higher than the falls of Niagara. The column of water is propelled beautifully over a perpendicular rock, and when the stream is full it passes down without being broken. All the prismatic effect seen at Niagara illustrates the spray of Tuccoz. The Ta-ble Mountain in Pendleton district, South Carolina, is an awful precipice of 900 feet. Many persons reside within five, seven, or ten miles of this grand spectacle, who have never had curiosity or taste enough to visit it. It is now, however, occasionally visited by curious travellers, and sometimes men of science. Very few persons who have once cast a glimpse in the almost boundless abyss can again exercise sufficient fortitude to approach the margin or the chasm. Almost every one, in looking over, involuntarily falls to the ground, senseless, nerveless, and helpless; and would inevitably be precipitated and dashed to atoms, were it not for measures of caution and security, that have always been deemed indispensable to a

fecting this important business has occurred to | spot whence it is usual to gaze over the wonderful deep, has, in his imagination, a limitation, graduated by a reference to instances with which his eye has been familiar. But in a moment, eternity, as it were, is presented to his astonished senses; and he is instantly over-whelmed. His system is no longer subject to his volition or his reason, and he falls like a mass of pure water. He then revives, and in a wild delirium surveys a scene which, for a while, he is unable to define by description or imitation.

> How strange is it that the Tuccoa Falls and Table Mountain are not more familiar to Americans! Either of them would distinguish an empire or state in Europe.

The Canal of Gotha .- This canal, one of the greatest undertakings of Europe, has just been completed after the labor of twenty years. It traverses Sweden in all its breadth, from Gottenburg on the Cattegat to Soderkoping on the Baltic, and has been executed at the horses. A road so constructed will not be soderwoping on the Baltic, and has been executed at liable to get out of repair. Once well made, it will want nothing done to keep it in repair but shorter and safer passage to the Baltic than that of shorter and safer passage to double the south. the Sound, which obliges vessels to double the southern coast of Sweden. By the canal, on the other hand, the navigation is all inland, and therefore more commodious and secure. But a main question to trade rises on this point regarding the expense. The opening of the Sound has been made by nature, the passage by the canal has been formed at a great expenditure of human labor. Duties to indemnify for its cost, it might be supposed, would be levied on the latter from which the former is exempt; but this is not the case, as the following comparative table will

Comparative table of the duties of the Sound and of those of the Canal of Gotha.

enuec uj enc	0010	ue vj Grotnu.	
_			ties of the
Duties of the	Sou	ınd	Canal.
Rix	dol. f	3ch. de Suede. Se	ch. de Suede.
Cot'n thread, pr 100lb	. 1	42	20
Cotton, do.	0	45	10
Coffee, do.	. 1	12	121.2
Sugar, do.	0	221-2	5
Tobacco, do.	0	22 1-2	5
Wines per pipe	1	0	30
Salt, per ton	0	31.8	2 2.3
Copper, per scolpund	1	12	24
Iron, do.	0	10	4
Hemp, do.	0	20	8
Flax, do.	0	25	10
Tallow, do.	Ó	15	6

In addition to this saving in duties by the canal, we need not observe that the diminished risk to the shipping will allow a saving in the premiums of in-surance. These considerations cannot escape the attention of the ship owners and merchants of this country, who employ on an average, in the Baltic trade, the number of 2,400 vessels, with a tonuage of nearly half a million. The trade to Russia and northern Prussiamay infallibly be expected to pursue To construct a good road still continues to safe indulgence of the curiosity of the visitor this route as soon as its advantages are known and be a desideratum. The following mode of ef-

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[For the American Railroad Journal.] RAILROADS FOR THE APPLICATION OF HUMAN POWER.

The force of traction necessary to propel a ton weight on a level railroad is about eight pounds; or, in other words, a man can propel a ton weight on a level railroad as easily as he can walk on that road, and draw up eight pounds over a pulley. To surmount an ascent 66 feet in a mile, would require in addition the force necessary to raise 28 pounds over a pulley But as we know better how much a man may actually draw on a common road, the proposition may be stated thus: that a man may propel one ton on a level railroad as easily as he can draw 112 lb. on a common road. It will not be extravagant then to assume that a man may propel one ton weight on such railroads as it would be practicable to make in our country. To make a railroad with the tracks, but 31 feet apart, sufficiently strong to sustain cars holding but one ton each, and moved by human strength, would not cost a large sum per mile. I venture to calculate that if such railroads should come into extensive use, they would not cost for double tracks more than 2000 dollars a mile on an average.

nels of trade? Let us see. If there should be a steady stream of cars, each containing one ton, ||931 miles, ascent and descent 587 feet, or 6.3 and moving over the railroad at the rate of but two miles an hour, and ten rods apart, 600 tons might pass over in ten hours, and then, excepting the sabbaths, at this rate 187,800 tons might pass over in a year; and on the supposition that a large city has ten such routes entering it from the country, 1,878,000 tons might come to market on such channels of trade during the year. But the tonnage, domestic and foreign, that departed from the whole United States in 1826, was 1,052,429. Supposing that one-tenth of this departed from Boston, one slight railroad, sufficient for a man to move one ton weight upon it at a time in a car, would convey all its merchandize; and two such railroads would convey to New-York all the goods it would export.

If, however, such railroads would be altogether insufficient for large cities, they might be channels of communication between villages in the country, and from small districts of country to great roads.

Where there is business enough to employ sufficiently a very large capital, invested in heavy railroads, and powerful steam carriage, steam will be found a cheaper power than human strength; but there is a vastly greater amount of capital required for such purposes, and yet the conveyance cannot be indefinitely extended: it must be limited by the population a loan, at 5 per cent. interest, of 19,3271. and resources of the country.

The cost of a road that shall every where, over vallies and rivers, be strong enough to sustain the weight and movements of a car of ten

We should think it absurd to have a huge, We should think it absurd to have a huge, and Bury Canal, at Bury, to the Leeds and Livheavy pipe. of a foot diameter, to convey water erpool, at Church; made 1793, length 13 miles. in occasional gushes, when an inch pipe would hereford and Gloucester—from the Severn, convey all the water we should desire or could procure, and just as we should need it too. But if some railroads of gigantic dimensions are to traverse the country, let the trial bell consequence of the opening of this canal, the miles.

experiment, whether narrow railroads for the application of human strength might not be made that would greatly facilitate communication between different sections of the interior; and that would be to the great railroads, what the little rills and streams are to the Ohio, the Mississippi and Missouri. Every iudicious speculator will wish that his plans may, if possible, be fairly tested by experiment; and tested in this way by those who are able to do it without hazarding losses which they cannot safely bear. The plan here suggested is one that can easily be brought to the test of experiment. If, on a railroad, for half a mile in extent, a man can move a load of a ton weight at the average speed of but two miles, then it will be established that such railroads will be economical, and most convenient lines of conveyance over all the country, and especially to those great railroads where steam machinery works cheaper than man's limbs can do.

PUBLICOLA. Yours. &c.

[From Partington's British Cyclopædia.] CANALS OF GREAT BRITAIN.

(Continued from page 180.)

Grand Junction-A part of the line between But would they answer any purpose as chan- London and Liverpool, from Brentford to the Oxford Canal at Braunston; made 1805, length per mile, breadth 36 24 feet, depth 41. It has 101 locks; passes the river Ouse and its valley by an embankment about half a mile in length and 30 feet high. It has a tunnel at Blisworth, 3080 yards in length, 18 feet high, and 161 wide: and another at Braunston, 2045 yards long, the other dimensions being the same as those of the Blisworth tunnel. shares, $11,957\frac{1}{4}$; originally, £100; price in 1833 2301. Paddington, branch of above; length 133 miles; 6 other branches, length 40 miles.

Grand Surrey—from the Thames, at Rother hithe, to Mitcham; made 1801, length 12 miles. It is of large dimensions, being navigable by the Thames boats. The company pays to the Corporation of London, annually, 60%. for the

junction of the canal with the Thames.

Grand Western—from the mouth of the Ex at Topsham, to Taunton Bridge; made 1796, length 35 miles. Number of shares, 3096; cost,

791.; price in 1833, 281.

Tiverton, branch of the above; length 7 miles. Grand Trunk—a part of the line between London and Liverpool; made 1777, length 93 mile. It has 4 tunnels, in length 3940 yards, miles, ascent and descent 41 feet, or 4.3 p and 9 feet wide. Number of shares, 13001; mile. Number of shares, 70; cost, 1421. 17 price in 1824, 21501. The tonnage is from 3d. 8d.; price in 1833, 18001. to 4½d. per mile. It has a branch, length 37 miles.

Grand Union-from the Leicester and Northampton Union Canal, near Foxton, to the are now reduced to less than half the money, Grand Junction, east of Braunston Tunnel; and this reduction may be mainly ascribed to length 231 miles, ascent and descent 130 feet, the increased facilities in coast conveyance. or 5.5 per mile. Number of shares, 1521; cost, Market Weighton; made 1770, length 1001.; price 1824, 501. The canal has, besides, miles, ascent and descent 35 feet, or 3.2

Grantham—from the Trent, near Holme Pierpoint, to Grantham; made 1799, length 332 Clyde Canal; length 12 miles, ascent and descent 148 feet, or 4.4 per scent 96 feet, or 8 per mile. mile. It has divided 8 per cent., and left a clear surplus of 3000% to meet unforeseen accidents.

1790, length 361 miles, ascent and descent 225 feet, or 6.1 per mile. It has 3 tunnels, of 2192, 1320 and 440, making in all 3952 yards. In Welshpool, branch of the above; length 31

made, by those who have resources to make the || price of coals at Ledbury was reduced from 24s. to 6s. per ton. in 1824, 60*l*. Shares, originally, 100%; price

Huddersfield--from Ramsden's Canal, at Huddersfield, to the Manchester, Ashton, and Old-ham Canal, at Duckenfield Bridge, near Marsden; made 1798, length 19½ miles, ascent and descent 770 feet, or 39.5 per mile. It has a tunnel of 5280 yards in length. Number of shares, 6312; cost, 571. 14s.; price in 1833,

Kennet and Avon-from the Avon, at Dolemead, near Bath, to the Kennet and Newbury; made 1801, length 57 miles, ascent and descent 263 feet, or 4.6 per mile. It has an aqueduct 263 feet, or 4.6 per mile. bridge over the Avon. The boats are of 25 or 26 tons burthen. Number of shares, 25,328; cost, 35l. 5s.; price in 1833, 26l.

Kingston and Leominster—from the Severa,

at Areley, to Kingston; made 1797, length 453 miles, ascent and descent 544 feet, or 11.8 per mile. It has two tunnels of 3850, and 1250, making 5100 yards.

Lancaster—from Kirby Kendau w accept ton; made 1799, length 6 m., ascent and descent ton; made 1799 ner mile, depth 7. It has tunnels at Hincaster and Chorley, 800 yards long in the whole. It passes the Loyne by a stone aqueduct, 50 feet high, on 5 arches, each of 70 feet span. It has also a road aqueduct, near Black-mill, 60 feet high. The boats are 56 feet long mill, 60 feet high. The boats are 56 feet long and 14 broad. Number of shares, 11,6994;

cost, 47l. 6s. 8d.; price in 1833, 22l.

Leeds and Liverpool-from Liverpool to Leeds; made 1771, length 130 miles, ascent and descent 841 feet, or 6.4 per mile, breadth 42 feet, depth 4½ feet. The boats navigating between Leeds and Wigan are of 42 tons burthen; those be-low Wigan, and on this side Leeds, of 30 tons. the in length, and on this side Leeds, of 30 tons. at Blisworth, gh, and 16½ the whole, 1609 yards long. It has a beautiful aqueduct bridge over the Ayre. The locks are 70 feet long, and 15½ wide. The number of price in 1833, 4551. Tonnage on merchandise, 1½. per mile; on coals and lime, 1d.; on stone, ½d.

Leicester-from the Loughborough basin to the Soar, which has been rendered navigable as far as Leicester; length 21½ miles, ascent and descent 230 feet, or 10.7 per mile. Numand descent 230 feet, or 10.7 per mile. Number of shares, 545; cost, 140i.; price in 1833, 1907.

Leicester and Northamptonshire Union-from Leicester to Market Harborough; made 1805, length 432 miles, ascent and descent 407 feet, or 9.3 per mile. It has 4 tunnels, 1056, 990, 880, and 286, in the whole 3212 yerds in length. Number of shares, 1895; cost, 831. 10s.; price in 1833, 881.

Loughborough-from the Trent, near Sawmiles, ascent and descent 642 feet, or 6.9 per ley, to Loughborough; made 1776, length 91 mile. Number of shares, 70; cost, 1421. 17s.

8d.; price in 1833, 1800l.

This canal affords a striking instance of the mutability of canal property. In 1824, we find the shares at four thousand pounds each, they

Market Weighton; made 1770, length 11 miles, ascent and descent 35 feet, or 3.2 per mile

Monmouthshire—this canal is remarkable for the extent of its railways and inclined planes; tons weight, must be about ten times as great

Number of shares, 749; cost, 150l.; price in made 1796, length 172 miles, ascent and desastine cost of a road that shall have to sustain at one point but a ton weight.

Haslingdon—from the Manchester, Bolton, It has, besides, a loan of 48,528l. at an interest of 5 per cent.

Montgomeryshire—from a branch of the El lesmere Canal to Newtown; made 1797, length at Gloucester, to the Wye, at Hereford; made 27 miles, ascent and descent 225 feet, or 8.3

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transportation of copper and lead ore from Cornwall to Glamorganshire. Number of shares, 247; cost, 1071. 10s.; price in 1833, 2851.

North Wilts—from the Thames and Severn

Canal to the Wilts and Berks; made 1798,

length 8½ miles.
Nottingham—from the Trent, at Nottingham to the Cromford Canal, near Langley Bridge made 1802, length 15 miles.

Oakham—from Melton Mowbray to Oakham; made 1803, length 5 miles, ascent and descent 126 feet, or 8.4 per mile. Number of shares, 522; cost, 130l.

Oxford—from the Coventry Canal to the riv er lais at Oxford, and a part of the grand line between Liverpool and London; made 1790, length 911 miles, ascent and descent 269 feet, or 2.9 per mile, breadth 30-16 feet, depth 5 feet It has 3 aqueducts of very considerable magnitude, a tunnel at Newbold 125 yards long and 121 feet wide, and one at Fenny Compton 1188 yards long and 94 feet wide. It rises from the level of the Coventry Canal, in 45½ miles, to the summit at Marston Tolls, 74 feet 1 inch, by 12 locks; and descends from the summit at Claydon, in 35 miles, to the Isis, 1954 feet, by 30 locks. It has 188 stone and brick bridges. It cost 178,648. stock, besides 130,000. loan, above half of which has been paid off. Number of shares, 1786; originally, 1001.; price in 1833, 560Z.

Peak Forest-from the Manchester. Ashton. and Oldham Canal, at Duckenfield, to the Chaand Oldnam Canal, at Duckenneld, to the Chapel Milton basin; made 1800, length 21 miles. It has a railway 6 miles long. It passes the Mersey, by a bridge 100 feet high, of 3 arches, each of 60 feet span. Number of shares, 2400; cost, 77l.; price in 1833, 74l.

Portsmouth and Arundel-from the river Arun, near Little Hampton, to the bay connected with Portsmouth Harbor; made 1815, length

141 miles. Number of shares, 2520; cost, 501. Ramsden's—from the Calder and Hebble Navigation to the Huddersfield Canal; made 1774. length 8 miles, ascent and descent 56 feet, depth

the last link, near London, of the Regentchain connecting that city and Liverpool; made 1820, length 9 miles, ascent and descent 86 feet, or 9.5 per mile. It commences at Paddington, from the Grand Junction Canal, and meets the Thames at Limehouse, descending, by 12 locks, to a basin communicating with a ship lock. The locks have double chambers, which are estimated to make a saving of nearly one-half the usual quantity of water. It has two tunnels, one at Maida Hill, 370 yards long, the other under Islington, 900 yards. Number of shares, 12,294; cost, 40l. 10s.; price in 1833, 16l. 10s.

Ripon—from the river Ure, at Milby, to Ripon; made 1767, length 7 miles.

Rochdale—from the Bridgewater Canal, in the town of Manchester, to the Calder and Rebble Navigation, at Sowerby Bridge; made 1804, length 31 miles, ascent and descent 613 ft. or 19.7 per mile. It has 49 locks, 8 aqueducts, a tunnel 70 yards in length, and several reservoirs. Number of shares, 5631; cost, £85; price in 1833, £88.

Royal Irish-from Dublin, in a westward di rection, to the Shannon, at Tasmonbarry, nearly parallel to the Dublin Canal, and about 10 miles distant from it; length 68 miles, ascent and desent 614 ft. or 9 per mile. Its greatest elevation above the sea is 307 feet, to which it ascends from Dublin by 26 locks, and descends to the Shannon by 15 locks.

Shannon by 15 locks.

Sankey—from the Mersey and Irwell Navigation, at Fiddler's Ferry, to Sutton Heath Mines; made 1760, length 12½ miles, ascent and descent 78 feet or 6.2 per mile, breadth 48 feet, depth 5 feet. It has 10 locks, and also a tunnel, depth 5 feet. near St. Helen's. It was the first canal constructed in England.

Shorneliff and Rye, or Royal Military-from the sea, at Hythe, to the mouth of the river Rother; made 1809, length 18 miles. It is a

defended by strong batteries. It was construct. Fazeley 300 yards in length. It has 32 locks. ed on account of Bonaparte's projected descent. Warwick and Nanton—from the Warwick on England, and hence its name of Royal Military Canal.

Shrewsbury—from Shrewsbury to the Shropshire Canal; made 1797, length 171 miles, ascent and descent 155 feet or 9 per mile. One half of the ascent is effected by locks, the other half by inclined planes. It has one tunnel. Number of shares, 500; originally, £125; price

in 1833, £250.

Shropshire—from the Severn, at Coalport, to the Shrewsbury Canal, at Downington Wood; made 1792, length 7½ miles, ascent and descent 453 feet, or 60.4 per mile. It has several inclined planes and railways, but no locks. Price in 1833, £138.

Somerset Coal-from the Kennet and Avon Canal, at Monkton Coombe, to Paulton: made 1802, length 8½ miles, ascent and descent 138 feet, or 16.2 per mile. The boats are 72 feet long and 7 broad. It has 22 locks. Number of shares, 800; original cost, 50l.; price in 1833, 170l. Radstock, branch of the above; length 74 miles, ascent and descent 138 feet, or 18.4 per

Southampton and Salisbury—from the Itchin, at Northam, to the Avon, at Salisbury; made

1804, length 171 miles.
Stafford and Worcester—from the river Se vern, at Stourport, to the Grand Trunk Canal; made 1772, length 461 miles, ascent and descent 394 feet, or 8.4 per mile, breadth 30 feet, depth 5 feet. It has 44 locks. Its boats are of 20 tons burthen. It has 3 tunnels. Number of shares, 700; cost, 140l.; price in 1833.550l. Tonnage not to exceed 11d. per mile.

Stainforth and Keadby—from the river Trent, at Keadby, to the Don, at Fishlake; made 1798,

length 15 miles.

Stourbridge—from the Stafford and Worces ter Canal, at Stourton, to the Dudley Canal;

Stover—from the river Teign, at Newtown, to Bovey Tracey; made 1792, length 61 miles, ascent and descent 50 feet, or 8 per mile. Chudleigh, branch of the above; length 51 miles. Strudwater—from the river Severn, at Fra-

miload, to the Thames and Severn Canal at ling,) from the latter connected with the sea by a Wallbridge; made 1796, length 8 miles, ascent channel 700 yards long and 40 feet wide, with a and descent 108 feet, or 13.5 per mile. Price sea lock 50 feet wide in the clear, and 24 feet in 1833, 510l.

Swansea—from Swansea Harbor to Hen Noyadd; made 1798, length 171 miles, ascent and descent 366 feet, or 20.9 per mile. Like the Neath Canal, it serves to transport copper ore from Cornwall to Glamorganshire founderies. Number of shares, 533; originally, 100l.; price in 1833, 185l. Liansamlet, branch of the above, length 3 miles.

Tavistock—from the river Tamar, at Cal-stock, to Tavistock; made 1810, length 41 miles, ascent and descent 237 feet, or 52.7 per mile. It has a tunnel at Morwellham, 460 feet below the surface. This tunnel led to the discovery of a copper mine. Its boats are 151 feet in length, and in breadth. Number of

Neath—from the river Neath, at the Giant's level, having locks to keep in the water at low wick and Napton Canal, near Warwick, to the Grave, to the Aberdare Canal, at Abernant; tide. It is large enough to receive vessels of made 1798, length 14 miles. It serves for the 200 tons burthen. Each of its extremities is made 1799, length 25 miles. It has a tunnel at

Warwick and Napton—from the Warwick and Birmingham to the Oxford Canal; made

and Birmingnam to the Oxford Canal; made 1799, length 15 miles. Number of shares, 980; originally, 100l.; in 1833, 216l.

Wey and Arun Junction—from the river Wey, near Godalming, to the north branch of the Arun River Navigation; length 16 miles. Number of shares, 905; cost, 110l.; price in 1892, 202, 10s. 1833, 22l, 10s.

Wilts and Berks-from the Kennet and Avon Canal, at Semington, to the Thames and Isis Navigation; made 1801, length 52 miles, ascent and descent 376 feet, or 7.2 per mile. Price in 1823, 4l. 10s. Calne, branch of the above;

length 3 miles.
Worcester and Birmingham—from the Severn, at Digilis, below Worcester, to the Birmingham and Fazeley Canal, at Farmer's Bridge; made 1797, length 29 miles, ascent and descent 128 feet, or 4.3 per mile, breadth 42 feet, depth 6 feet. Price 85l.

Wyrley and Essington—from a detached part of the Fazeley Canal, at Huddlesford, to the Birmingham Canal, at Wolverhampton; made 1796, length 23 miles, ascent and descent 270 feet, or 11.6 per mile, breadth 28 feet, depth 41 feet. The boats are of 18 tons burthen. It has 28 locks. Price in 1833, 115l.

Hayhead branch—length 54 miles. Lordshery branch—length 24 miles. Wyrley Bank branch—length 4 miles. Essington branch-length 1 mile.

Norwich and Lowestoff Navigation—made 1829, length 50 miles, breadth 50 feet.

The works near Yarmouth open an inland navigation in two directions; one 30 miles, by the Yare, the other 20 miles by the Waveney, without a lock. The river Yare discharges at Yarmouth, about 30 miles below Norwich, but the navigation is obstructed by shoals and shiftmade 1776, length 5 miles, ascent and descenting sands at its mouth. To avoid these obstructions, the river is to be made navigable for seasons. It has 20 locks. Number of shares, 300; originally, 2451.; price in 1833, 1901. where a new cut of 21 miles is to be made across the marshes, to join the river Waveney at St. Olave's Bridge, whence the water communication proceeds by a small stream (Oulton Dyke), and two lakes (Oulton Broad and Lothdeep, for the purpose of admitting sea-borne ves-sels. Oulton Dyke, and Oulton Broad, are to be deepened. The lock constructed at the outlet of Lake Lothing makes an artificial harbor, the first that has been formed in England. This lock has folding gates pointing both landward and seaward, so as to admit of vessels passing in or out at any time of tide, and whether the water be higher on the outside or inside.

We understand that Sir David Brewster has, within this last week, made two very remarkable discoveries, which promise to be of some use to seience. In a new salt discovered by Dr. William Gregory, viz. an oxalate of chronium and potash, he has detected the extraordishares, 350; originally, 100l. Mill Hill, branch of the above; length 2 miles.

Thames and Medway—from the Thames, at Gravesend, to the river Medway; made 1800, length 8½ miles. Number of shares, 2670; cost, 42l. 9s. 5d.; price in 1824, 26l. This canal has loans to a large amount.

Thames and Severn—from the Strondwater lacid actually consisted of two separate fluids. feet, or 12.3 per miles, ascent and descent 377 [feet, or 12.3 per mile, breadth 40-30 feet, depth 5 feet. The boats are of 70 tons burthen, being 80 feet long and 5 broad. It has a tunnel at Sapperton, 250 feet below the top of the hill of rock under which it passes. The bottom of this tunnel is an inverted arch. Price 291.

Warwick and Birmingham—from the Warwick and Birmingham—from the Warwick and Birmingham—from the Warwick and Birmingham—from the Warwick and Birmingham—from the Warwick and Birmingham—from the Warwick and Birmingham—from the Warwick and Birmingham—from the Warwick and Birmingham—from the Warwick and Birmingham—from the Warwick and Birmingham—from the Warwick and Birmingham—from the Warwick and Birmingham—from the Warwick and Birmingham—from the Warwick and Birmingham—from the Warwick and Birmingham—from the Warwick and Birmingham—from the Warwick and Birmingham—from the Markingham and the other, and possessed a much higher refractive power.—When the two fluids were shaken, they formed an imperfect union, and separated again by being allowed to remain at rest. What the second fluid is remains to be investigated. It may be a substance before the price of two separate fluids, one of which was heavier than the other, and possessed a much higher refractive power.—When the two fluids were shaken, they formed an imperfect union, and separated again by being allowed to remain at rest. What the second fluids are the substance of two separate fluids, one of which was heavier than the other, and possessed a much higher refractive power.—When the two fluids were shaken, they formed an imperfect union, and separated again by being allowed to remain at rest. What the second fluids were shaken, they formed an imperfect union, and separated again by being allowed to remain at rest. What the second fluids were shaken, they formed an imperfect union, and separated again by being allowed to remain at rest. [Communicated for the American Railroad Journal.] Hoddesdon, Hertfordshire, (Eng.) November 14th, 1833.

C. H. HAMMOND, Esq. Bennington, Vt.

Sir,-In the Railroad Journal of New-York of 21st March last, Vol. 1, No. 13, I saw a copy of a letter from you to the Hon. George Tibbets, by which I am glad to see that the science of road making has attracted notice in America, and I am flattered by your approbation of the system which I have ventured to recommend to my country.

As an acknowledgment of my obligation to you for your favorable opinion, I take the liberty of explaining to you the difficulty, I had almost said the impossibility, of transmitting a proper and effectual knowledge of road making by writing, so as to convey such a body of information as will enable a person to act upon it in every case and on every emergency that occurs; and unless the party directing be possessed of this knowledge, he will be constantly in danger of misdirecting in some seemingly trivial matter that deranges the works and defeats the object contemplated. However well his theory may be based on true principles, a practical man must also know, intimately, the value of every species of service to be performed by workmen, as compared with the value of labor in the country; it is in vain to expect economy to be obtained in road making, unless the whole work be done by the laborers by piecework. Whenever day labor is the system, extravagant expenditures and boundless profusion will be the consequence.

The sub-surveyor, whose duty it is to be constantly present where the work is proceeding, ought to be able to fix the price of work by weight or measurement, and to make fair and miles and the work in each trust. We employ at equitable bargains with the workmen, by which they may be enabled to earn the reasonable wages of the country, using a proper degree of industry; and the sub-surveyor ought to be a very good judge of the quality of the work, so as to insure to the public the proper value as well as quantity of labor for the money.

The sub-surveyor must have a perfect know ledge of what work is necessary to be done, and the manner and cost of its performance; he must be able to give to new and unpracticed workmen such instructions, and to supply them with such tools, as may enable them, with due industry, to earn fair wages at reasonable prices.

He must also have good practical experience in draining a road; difficult as it may be to explain the other branches of road making, this it is impossible to describe or to teach by any other process than experience, under a skilful lations under which the roads in the United person; the shape of the country, the section States are managed; perhaps their care depends of the road, its situation in respect to the adja- upon the Legislature of each individual State, cent grounds, the nature of the soil, and many minor considerations, vary so often in every part of the same road and country, that the exertion for attainment of the practical science practice can be described and defined by no fixed rules or instructions. If the sub-surveyor an exertion could be made on an efficient scale, has the charge of will neither be good, durable, in producing immediately, at a reasonable exor preserved economically, unless his superior pense, serviceable roads which could be upheld officer, the general surveyor, takes on himself at a cheap rate. It would also prevent the inmy family have been frequently obliged to do. | which are frequently found difficult to be eradi-| for the benefit of mankind.

Our plan of distributing piece-work among cated. the workmen is to employ them in gangs, never

lexceeding five men, one of whom, selected by ||all of the States to attempt the introduction of themselves, is called the gangman, and with a regular uniform system of road work and him the bargain is made by the sub-surveyor road management, on the most approved and for pieces of work sufficient to employ the economical plan, it would be necessary to send gang about a week, as no great loss or damage some persons to this country to serve an apidle, or disposed to slight the work, they are ties are distinct, although pointing to one obnot again employed, by which means a road is in a short time supplied with good and expert distinct. workmen.

When the improvement of roads commenced in England in 1815, the cost of repairing the Bristol roads (178 miles) was about £19,000 annually, the roads then in such a condition as to be almost all under notice of indictmentpresent the annual cost for repairs is about £13,000, including salaries for management.

I took the charge as general surveyor of the British roads in 1815, and was obliged to instruct all the sub-surveyors, (nine in number;) they again instructed others, by which process we obtained, after a few years, some skilful surveyors. We have found, experimentally, that from one to two years are necessary for instructing a sub-surveyor, according to his diligence and ability; and even when instructed, it is prudent to place him for some time near a more experienced surveyor, or more immediately under the inspection of the general super-

The system followed by my family and myself is to take charge, as general surveyors, of a number of district of roads, or, as called in England, trusts; upon these we keep one or more surveyors, according to the number of present under my sons, grandsons, and myself, about a hundred sub-surveyors, and have in charge a considerable number of roads both in England and Scotland; but our system is by no means universal: many sets of trustees are attached to old surveyors, many to old practices. Economy and improvement have yet a great field to conquer in Britain-in your re cent country you have fewer obstacles to en-

The importance of skilful and respectable superintendence in the officers of roads is ill understood in this country—deep-rooted abuses, old prejudices, and some great defects in our system of road law as to contract, have all contributed to prevent the whole benefit we might derive from good roads at a moderate cost, notwithstanding the experience of eighteen years.

I am not acquainted with the laws and reguperhaps upon a still smaller subdivision of authority, whereby it may be difficult to make an necessary for the general interest; but if such

Should it be practicable to induce one or

can happen in that time and on that quantity; prenticeship of not less than a year. Both if the gang do the work well, and earn fair wa. | classes of surveyors and sub-surveyors require ges by industry, they get another bargain; if the necessary practical information; their duject; their station in society ought also to be

> The general surveyor should be a well informed young gentleman, entering into life with a value for character, and having connections and a station that would place him beyond the reach of suspicion himself, and give him the consequence and authority so absolutely necessary for the due discharge of his duty in defending the interest of the public, in addition to all the detail of the duties of a sub-surveyor. in which he ought to be thoroughly informed; he must be an expert accountant, so as to be able to keep an effectual and steady control over the weekly accounts of the sub-surveyors; compare the work done with the money paid, with such skill as to preclude the possibility of extensive imposition proceeding for any length of time undiscovered. This service can only be performed effectually by a gentleman perfectly qualified; and the sub-surveyors feeling themselves under the orders of an efficient officer, are attentive and careful in their conduct, but very soon throw off their circumspection when only under the authority of trustees, who occasionally, superficially and unskilfully, look into their accounts, and are quite unequal to the necessary task of comparing the extent and quality of the work done with the money expended, or of giving a little direction to the work when they find it defective.

Sub-surveyors should be selected from the class of yeomen in England—in America of respectable farmers: their early acquaintance with agricultural management has been found useful. The duty of the sub-surveyor is ministerial; he is to take the orders of trustees through the general surveyor, and to possess the skill and experience requisite to have the work performed in a proper manner, and at a fair price; to be able to measure work correctly, and to settle with the laborers. His knowledge of figures should be such as to enable him to keep an intelligible account, to fill up correctly the form of the weekly account which he will be furnished with, and to deliver it, in duplicate, every fortnight, to the general surveyor: one copy to be delivered to the treasurer, the other to remain as a record with the general surveyor, at all times open to the inspection of trustees and others intrusted.

Experience during eighteen years practice lias instructed us in many particulars that appear trivial, but which we find to be very important in making a road solid, impervious to water, smooth in the surface so as to be easily be not a practically skilled drainer, the road he I am persuaded it would be of infinite benefit travelled upon, and consequently kept in repair at a reasonable expense. Some theoretic opinions, at first adopted, have been correctedothers given up as erroneous; the science of this duty of directing the operation, which I and troduction of improper plans of road work, road making is still capable of improvement

> Your magnificent river, canal, and railroad conveyances, will not supersede comm



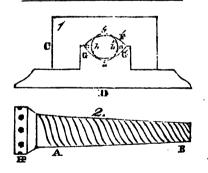
wealth, and population. Communications must be multiplied to answer the increased demands commerce, and connect those important works. America will require a number of stoned roads in proportion to the extension of her other great improvements; and it will in the end be greatly conducive to economy and good effect, if, at once, the states should take decided measures to have a certain number of persous practically instructed, which is the only instruction that will ever be found effectual.

Having resided fourteen years in America, and having seen the effect of severe frost and sudden thaws on roads, I am quite safe in assuring you that more skill and care in the construction of roads are required in America than in England.

I have read in the Railroad Journal of New-York, of 18th August, 1832, Vol. 1, No. 34, a kind of controversy, about a road called the and screw must be found to coincide. Third Avenue: if that road be constructed as described by one of the disputants, I must say that there has been much labor and expense beof the screw. A section of the smaller end is
seen as inserted in the nut; the dotted circle of being rough in the surface, and consequently inconvenient for carriages, and also providof the screw, partly seen, and partly kid by its
ing abundantly for the mischievous effect of
engagement in the nut. This screw seems frost, by securing a lake of water under it, and equal to any thing, either as a producer of force, the consequence of its erroneous formation will be great unnecessary expense.

In case of the adoption of any measures for sending persons from the United States to this country for instruction, they should be carefully selected from those who have had no opportunities of imbibing previous notions, or imagining that they have any knowledge of the work they are sent to learn.

I have the honor to be, sir, Your most obedient servant, JNO. LOUDON M'ADAM.



New Modification of the Power of the Screw. By . M. [From the London Mechanics' Magazine.]

The printer has made an erroneous substituon of "c 200 and d 200" for "c 201 and d 200," in the article describing my proposed improvement of Hunter's screw-press, which has, I fear, rendered that article somewhat unintelligible. Before I proceed to notice the figures above, I beg to remind those who may take the

greater amount of power, at less expense of friction, and with less complexity of construction, than any other. As the common screw is they are liable.—[Brooklyn Advertiser, L. I.] familiarly considered as a wedge applied to the circumference of a cylinder, so this may be viewed as a wedge applied to the circumference of a frustum of a cone, and may be called a conic or wedge-screw. AB is such a screw, tapering from A to B, and having precisely the same interval between all the turns of the thread. The head is furnished with holes for handspokes to work the screw with. CD is the nut, formed in two parts, which separate easily. The eye of the nut is a frustum of a hollow cone, accurately similar to the smaller extremity of the screw, as far as regards the angular inclination of the sides of each to their res. pective axes, as seen in a longitudinal section; but different in this, that when the screw is inserted into the nut, the former is only a tangent to the latter. When the screw is inserted and worked round, it gradually forces the parts of the nuts asunder until the thicker end has come between them, when the surfaces of the nut

In the figure the arcs F F' and G G' are arcs of a sectional circumference of the thickest part b b' is a section of the body of the screw, and the outer circle, a a', &c. is one of the threads or as a measurer of minute distances: it seems also to have this peculiar advantage, that the smaller the angle of inclination of the sides, viz. the greater the power exerted, the more the threads are relieved from the burden of the pressure. As a mover of weight, the following estimate may be made of its power:

Taking the length of the screw at 3 feet, independent of what enters the nut before action, the number of threads in that length as 30, the distance from the centre of the head to the end of the handspoke at 4 feet, and the difference speaking head of Orpheus, which uttered its of the diameters of the greater and less ends at responses at Lesbos, is one of the most famous. 1 inch, then the resultant power will be about It was celebrated, not only throughout Greece, 259,500 lbs. or upwards of 115 tons, taking the but even Persia, and it had the credit of pre-

working-power at 30 lbs.

As a micrometer, I beg to add the following

estimate of its performance:

Taking the length of a quarter degree on a common seaman's quadrant at ½, of an inch, the length of the conic screw at 1 inch, the difference of the sectional diameters of the ends of the screw, and $\frac{1}{25}$ of an inch, and supposing the head of the screw to be divided into 100 parts on its limb; then we shall have a degree divided to the 1000 th part, or into less than halfseconds, supposing the thread to make 20 turns in the inch.

SELF-ACTING FIRE ALARM.—An invention, christened with this name, was brought to this office last week for short exhibition. The puroffice last week for short exhibition. ome last week for short exhibition. The pull-pose of the machine is to give timely alarm when fire occurs in any part of the house in which it is placed. Only one is necessary to a house of the largest size, and if rightly put up, large which the mechanist exclaimed, "these, Gods! the labor of thirty years."—Dr. Brewster supposes, that the sound was conveyed to these machines by pipes from a person in another apartment to the mouth of the figure.—[Sir D. cannot fail to give seasonable warning of the approaching danger. It is intended to be located in the sleeping-room of the house," and if desired, will also answer the purpose of a fashionable and convenient lock. purpose of a fashionable and convenient looktrouble to read the article alluded to, that, as I ing-glass. Its communication with the other has succeeded in so arranging the horse-shoe stated, the construction given is not the best of apartments is accomplished by means of small magnet as to enable him to obtain, at pleasure, stated, the construction given is not the best of several; I have one in reserve, which meets two capital objections, which I anticipated as likely to be urged against the practical utility of the improvement—one, the great apparent increase of friction, the other the danger of the square production of the screw twisting under a very severe strain. I beg to add further, that I estimate the power of the press, according to the mate the power of the press, according to the data given, at upwards of 20,000 tons.

The prefixed figures represent what, I believe, is quite a new modification of the power of the power of the power of the power of the power of the power of the power of the power of the power of the press, according to the data given, at upwards of 20,000 tons.

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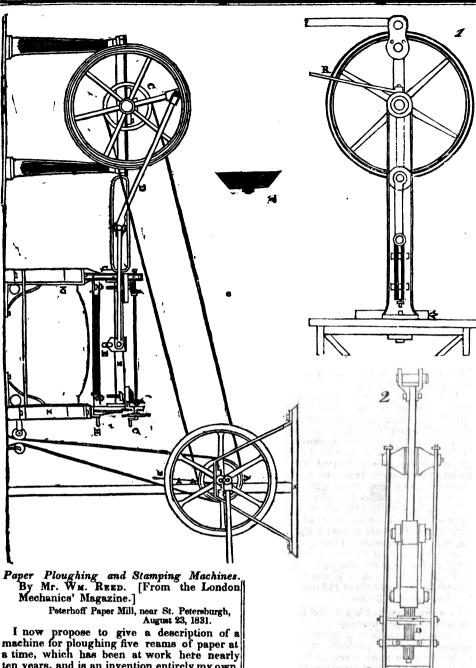
The prefixed figures represent what, I believe, is quite a new modification of the power

roads; those great works promote industry, |of the screw; and one which will produce a |mentioned to be a simple and safe agent for

ROWLAND'S FORCING PUMP.-According to public notice, a trial was made on Wednesday of the power of this machine to supply the engines in case of fire, and the extent to which it would propel the water through the hose. hose was laid in Chapel street, a thousand feet in length, extending from the mill in Union st. to Forbes' buildings, corner of Church and Chapel streets. At the signal given, the pump was set in motion—in two minutes the water reached the extent of the hose, and in four minutes the engine began to play on the buildings, throwing the water upon the roof of Forbes four stories—the pump furnishing much more than the engine could deliver, probably enough for two or three. The immense importance of this machine, in case of fire, is now so decidedly established, that we think our city authorities can no longer delay in securing its benefits. For supplying water, it is worth all the other means in the city combined; and we trust that the niggardly policy of saving two or three hundred dollars and leaving hundreds of thousands in jeopardy will no longer be pur-sued, by the guardians of the public weal. The advantages of the pump can be extended with equal facility in every direction, and we believe similar improvements may be made in other parts of the city, by which all may derive equal benefit and protection.—[New-Haven Herald.]

Speaking Heads .- Next to the eye, the ear is the most fertile source of our illusions, and the ancient magicians seem to have been very successful in turning to their purposes the doctrines of sound. The principal pieces of acoustic mechanism used by the ancients were speaking or singing heads, which were constructed dicting, in the equivocal language of the heathen oracles, the bloody death which terminated the expedition of Cyrus the Great into Scythia. Oden, the mighty magician of the North, who imported into Scandinavia the magical arts of the East, possessed a speaking head, said to be of the sage Minos, which he had encased in gold, and which uttered responses that had all the authority of divine revelation. The celebrated Gerbert, who filled the Papal Chair, A. D. 1000, under the name of Sylvester II, constructed a speaking head of brass. Albertus Magnus is said to have executed a head in the thirteenth century, which not only moved but spoke. It was made of earthen ware, and Thomas Aquinas is said to have been so terrified when he saw it, that he broke it in pieces, upon which the mechanist exclaimed, "these,

NEW ELECTRO-MAGNETIC EXPERIMENT. Professor Emmet, of the University of Virginia,



ten years, and is an invention entirely my own. I am not aware of there being any thing of the kind in England, owing, I believe, to the excise not allowing any paper to be ploughed at the mills, so that the stationers are obliged to get it ploughed by hand. In places where there are no such vexatious regulations, this machine will be found of great use. Two boys suffice to manage the working of it; and those here

gers, A, are driven from below off one of the is a 11 inch cylindrical pin cut, with a double engine-woolers; and on the shaft there is a screw (for dispatch) and two brass nuts, of sliding clutch-box with a lever, marked B, for which the lower one is round, and works head with the knife, or cutter, E, causes it to slide along the bar F, which is of a triangular form, as represented in the section F'. G is a handle, by turning which, with the help of two pair of mitre wheels, fixed on a shaft, and the vertical screws attached to the bar F, the knife bar &c is made to descend. The mode of the mechanism by not serewing down equally.

three external sides are to be cut away paper is then put on the machine, which has a sort of parallel ruler back, worked by two pin-ions and racks. The handle H is now turned have got exceedingly expert in placing in and taking out.

I shall begin with first describing the principal working parts of the machine. Two rig.

I shall begin with first describing the principal working parts of the machine. Two rig. bar, &c. is made to descend. The mode of operating is as follows: On the machine table or platform, we place each ream on its beechboard, for the ploughing knife E to cut down to. We then lay on a sheet-brass gauge plate, and mark off with a pencil how much of the slackening the bar, and putting two or three last one of the state of the machine, by not screwing down equally. The last one I backed with two half-inch bars, clamped on edgewise, and it has lasted years. It sometimes happened that one ream of paper to. We then lay on a sheet-brass gauge plate, and mark off with a pencil how much of the slackening the bar, and putting two or three last one of the machine, by not screwing down equally. The last one I backed with two half-inch bars, clamped on edgewise, and it has lasted years. There are two forms of Mr. Canning's raft, as represented by figs. 1 and 2.

In fig. 1, A is a main-yard or other spar, with slackening the bar, and putting two or three last one or insertion in your operating is as follows:

There are two forms of Mr. Canning's raft, as represented by figs. 1 and 2.

In fig. 1, A is a main-yard or other spar, with

sheets of paper on the thin ream, the inequality was easily remedied; now such a thing seldom occurs. After one face has been thus ploughed, the clutch is detached by the lever B, and the handle G being quickly turned the reverse way, brings up the bar with the knife or cutter E. The upper nuts are then slackened,

cutter E. The upper nuts are then slackened, and the parallel back, by moving the handle H as required; after which the reams are turned, and again brought up to the straight-edge.

The table and sliding-back are made of mahogany, the frame I of fir. The frame which carries the fly-wheel and rigger C, &c. is of cast iron, and square at top and bottom, with four hollow fluted columns. The guide-wheel, mitre, wheels, and the gliding parts at the and mitre-wheels, and the sliding parts at the end of the bar and head, are of brass kept clean. The ploughing-knives, when new, are 10 inches long, 2 inches wide, and 3-8ths thick, requiring to be very flat on the face, and stiff. I make them of English cast steel, and when worn down to about 7 inches, they are considered as having done their duty, and are then worked up into other tools. Four or five will last a year. It may be proper to add, that the post or frame marked X reaches from the floor to the ceiling, for carrying the shaft, fly, and riggers A, and that the other end is fixed on an iron cradle. The knife makes 25 double strokes per minute of 4 feet 6 inches; if the machine worked quicker, it would heat the knife.

I take the opportunity of also sending you a description of a machine for stamping the paper at the corner, in three or six sheets at a time, which is worked in connection with the ploughing apparatus. It is of wrought iron, except the wheel, which is cast, and the whole is fixed firmly on a fine beech table. On the top of the frame are two stout iron rods, which help to support it from the thrusts, &c. A tapet on a short crank is put in motion from the shaft and rigger A (see ploughing apparatus,) and with the connecting rod, pushing the wheel to and fro, causes the cylinder (D, front view, fig. 2,) to rise about half an inch, which is sufficient. The peculiarity of this press is, that by one turn of the crank it makes two blows or impressions 50 times per minute. We be-fore used a small hand press, but this is more expeditious, and saves a man, which is an object where men are scarce. In all parts of this machine, the axle and bolts are two inches thick: were they smaller, the great strain would soon make them slack in the joints. The bed-pieces are pewter or grain-tin, three inches square, and 1½ inches thick, cast with a pin on them, thus:



to chuck them by; because when the die is forced in too deep, it is apt to cut the paper. They are then faced in the lathe, and pasteboard washer put under to raise them up to give the impression required. The tin bedpiece is let into a wooden block, that takes in two parts, with feather-nuts on bolts, as shown in fig. 2. Yours, &c. W. REED. in fig. 2.

nning's Life-Raft. By W. BADDELEY. From the London Mechanics' Magazine.] Canning's Life-Raft.

Sin,—It is probable that during the last summer many of your readers may have seen on the River Thames, in the vicinity of New Lon-

The machine is, however, one of considera-le importance to the maritime world, being a life-raft, invented by Mr. Alfred Canning, R. N. for the relief of persons in danger of shipwreck; and as a knowledge of its construction cannot be too widely circulated, I beg to submit

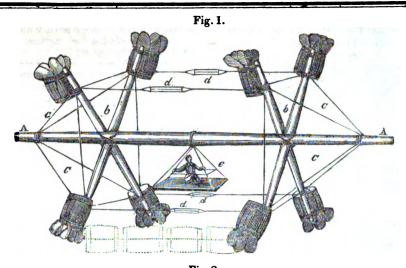


Fig. 2.

and kept in their places by the rope or stays c c. || raft of the description shown at fig. 1 was

The machine is floated by means of empty the cross-spars bb. cask is covered with a hammock, to protect without any injury either to the machine or to the half a cent per pound, will produce \$450; them from being stove in by rocks, &c. &c. The Mr. Canning. number and disposition of the casks must, of course, be regulated according to the number of persons to be carried. When the number is necessary for its safety. It carries the persons on it higher, and consequently drier, than any number and disposition of the casks must, of shown by the dotted lines, to obtain sufficient other raft; and is perfectly safe and certain on buoyancy. The raft exhibited on the River shores, where a life-boat would inevitably be was so supported.

A platform e, for the reception of passengers, is slung upon the main-yard A by a strong loop, so as to turn freely upon it; one or two loops being used, according to the size of platform required. The loops are kept in the middle of the yard by a chock on each side of them.

It will be observed, that only four of the casks can be immersed at one time, and the object of the inventor in using twice that number is to permit the raft to roll over, without any risk to the parties on the platform e; that being suspended as just described, so as to retain a horizontal position whichever set of barrels may be undermost.

Fig. 2 shows another modification of this raft. It is composed of three spars, lashed together crosswise at the middle, and braced up by means of the ropes fff. To each end of these spars (for the sake of clearness, one only is shown in the drawing,) is attached an empty cask, or a cork-fender, to give a requisite buoyancy. casks are used, they should be protected with hammocks, as before described. persons upon this raft support themselves in the centre, holding on by the ropes, and shifting themselves whenever the raft rolls over.

To give the necessary firmness to the machine, four of the recessary firmness to the machine, four of the ropes terminate in a loop at dd, stormy weather: Mr. Canning having seated through which a smaller cord is rove, and braced up taut. mouth of the harbor upon the rocks, and was vater-casks, one being attached to each end of eventually thrown by the waves, high and dry, The projecting end of each upon a shore of the most dangerous character,

dashed to pieces. The materials of which it is composed are such as may be found on board almost every ship, and the raft may be put together in a comparatively short period of time.

When a vessel has been wrecked on a leeshore, and a communication formed by means of Captain Manby's apparatus, or the more re-cent improvements of Mr. Murray, this raft would be found a most eligible mode of landing the crew.

Mr. Canning, some time since, exhibited and explained the construction of his raft, in a lecture delivered to the members of the Mechanics' Institution, in which he gave an interesting account of several of his experiments in different places, and expressed his readiness to put to sea in the severest storm, on any part of the British coast; thereby showing his perfect confidence in the safety and efficiency of his simple life-raft.

The Society of Arts have presented Mr. Canning with their large silver medal, as a token of the high opinion they entertain of the ingenuity and utility of his contrivance; and I guess i will be some time before they have an opportunity of rewarding another of equal merit.

It is right to state, that the merits of this raft do not rest upon fresh-water experiments: Mr. Canning having made numerous trials with it on various parts of the French and English coasts, with invariable success, particularly at coasts, with invariable success, particularly at They are formed in this manner in four or five se. They are

than six years ago; there are now not much less than 100 houses, all occupied by the workmen—all having the appearance of great neatness and com-

AGRICULTURE, &c.

Culture of Silk important to Country Practitioners. By T. D. M. [From the Medi. cal Gazette.]

As the general scope of the Medical Gazette embraces all the important objects of natural history, I know of nothing that is calculated for general utility more deserving of notice than the culture of silk. This subject is one of growing interest, and cannot fail to excite universal attention in these United States. But to no class of the community it is likely to prove more advantageous than to country practitioners, who own a small piece of land, and who have time enough to spare at the proper season to give full attention to the subject. Indeed, the active duties, connected with this culture, require not more than about six weeks in the year, and the whole of that time is embraced in the season in which medical men have but little professional business. am satisfied that a country practitioner could not possibly appropriate an acre or two of his land, nor six weeks of his leisure time, to so good advantage, in any other project, as in the culture of silk. For one dollar, he may procure all the necessary information relative to this matter in sufficient detail, in a small volume, to be had in all our bookstores, entitled A Treatise on the origin, progressive improvement, and present state of the Silk Culture. To give an idea of the profits of this business in a few words, the following remarks of a practical man, who has had great success in this enterprize, in Philadelphia, are here submitted:

"An acre of ground will produce 90,000 lbs. of leaves—which, if sold on the tree, at or if sold, delivered, at one cent, produce \$900. This would produce thirty-seven hundred pounds of cocoons, which, at twenty-five cents per pound, (with the moth,) is \$925. The same quantity well reeled, produces four hundred and twenty pounds of raw silk, which, at three dollars per pound, the price of the China silk here, makes \$1,260: if, however, recled and fitted for the European market, would produce, at six dollars per pound, **\$2,500.**"

We earnestly request our medical brethren, who are wont to complain of bad debts and hard times, to give this subject their serious The culture of silk must, at consideration. no remote period, be introduced extensively in the West, and it cannot fail to be a source of great emolument.

PROCURING Two Crops of the Ash. LEAVED KIDNEY POTATO, IN ONE YEAR, OFF THE SAME GROUND .- In each of the last two years I have grown two crops of the ashleaved kidney potato on the same ground, and each of the crops has been a good one. I proceed thus: In taking up the first crop, I bury the tops or herbage in the trench, by turning the earth between the rows upon them, and this done, the ground is ready to be planted again. My first crop this year was planted on the 30th of March, and my second on the 13th of July; the second has been as good as the first, and the potatoes are perfectly ripened: the joint produce of the two crops has been fully at the rate of 960 toes of the second crop, of nearly the full size, to market on September the 15th.-[Loudon's Magazine.]

OLD PEAR TREES .- In the town of Farm ington, Connecticut, there grew about a dozen old pear trees, all grafted, as was mani fest from the cicatrix around their bodies, and all bearing the same kind of fruit. of them grew on a lot which, for several ge nerations, belonged to my ancestors. My grandfather, who was born about the year 1700, said that, when he was a boy he used to climb the tree with caution, because the limbs were old. I have known the tree for about fifty years, and it has suffered no material change. The fruit was above the ordinary size-long, bell-shaped, green, very sweet and juicy. I have never seen of the kind any where else, unless taken from one of those old trees, nor have I ever heard any other name than that of the Farmingham Summer Pear. Who was kind enough to graft and plant those trees, tradition cannot tell. The fruit was apt to be knotty and defective, arising from the age of the trees, but I have seen a young tree in the garden or with 33 oz. and the hind-wheels with 16 oz. Dr. Norton, of Clinton, Oneida county, which To move this along the board took 5 oz. in the bore fruit smooth and fair.

POLITICAL ECONOMY.—The following estimates from the Family Lyceum are worthy of general attention; they would furnish our legislators with more available data than many of the pages of Adam Smith.

"The interest of the money expended in erecting a prison at Philadelphia is sufficient to pay the tuition of 10,000 children at infant

schools.

"The expenses of the militia of Massachusetts is not less than half a million annually, which is more than sufficient to establish lish a Lyceum Seminary, or self-supporting school, in every county in the state, at 30,000 dollars each. The one expenditure designed to enable men to kill and devour each other; the other designed to aid each other in every good work.

"In Ohio, and the other western states those towns which, at their commencement from twelve to fifteen years ago, established schools and public worship, are now accommodated and ornamented with good roads, comfortable dwellings, framed, two stories and painted, with commodious barns, product ive orchards, safe enclosures, and above all, with intelligent, moral, and refined society; while those which have been settled from 20 to 30 years, and have neglected schools and churches, have few buildings but log houses, with one room, no roads but such as nature furnishes, no orchards, no barns, and little cultivated land except a few acres around their cabins sufficient to raise corn for their bread; and they are even unable to find time to comb their children's heads or wash their faces

"Throughout New-England, those towns whose citizens have erected for their schools commodious houses have been able also to erect for themselves neat or elegant dwellings. While those which are unable to build school-houses, are also unable to creet dwellings, except plain, unpainted, one story build-Where they are able to erect churches at an expense, of five or seven thousand dollars, they are able to ride in chaises, worth \$250, while those who have the poorest churches ride to them in waggons, on horseback, or go on foot."

MISCONSTRUCTION OF WHEEL-CARRIAGES The Saxon breed of sheep have, within the last POINTED OUT.—It is the practice to make the hind wheels of waggons, and most other four wool is of superior quality. wheeled carriages, the ighest; but the advantage of so doing is t clear to me, and, from the following experiments, it seems to be erroneous: Most people, too, concerned in the loading of waggons, have an idea that they are drawn more easily if loaded heaviest long since embraced a different opinion, I resolved to put it to the test of experiment. made a small model of a waggon, in size a twenty-fourth part of the size of those used by farmers in general, and weighing 10 oz. This I placed on an horizontal board, 3 feet long, which had a small (pulley) wheel at one end, over which run a thin cord, one end of which was fastened to the fore-part of the waggon, while from the other end there was suspended a small scale to contain weights, which of its own weight would just move the waggon along the board when unloaded.

inches, and hind ones of 3 inches diameter. The fore part of the carriage was then loaded scale. When the loading was reversed, that is, 16 before and 32 behind, it was drawn by 4 oz. It was next loaded with 32 oz. on each pair of wheels, and was then drawn by

6 ounces.

The fore-wheels were next placed in two hollows sunk in the board three-eighths of an inch deep, loaded as in the first trial. The carriage was drawn out by 29 oz.; when the loading was reversed, as in the second case, it was drawn by 21 oz.; when loaded equally, as in the third case, it was drawn by 33 oz.

The hind wheels were then taken off, and their places supplied by a pair of equal diameters with the fore ones, namely, 2 inches.

Loaded as in the first, second, and third instances, it took to move it along the level nearly the same weights; but when the forewheels were placed in the hollows, it took less by 4 oz. each trial; when the loading was reversed, and made equal, the results were as

The pulley-end of the board was then elevated to an angle of 331 degrees with the horizon, which is nearly equal to that of a hill rising 4 inches in the yard; if loaded as in the first instances, the carriage required to draw it up 13 oz.; loading reversed (as before) 15 oz; equal, 14 oz.; wheels in the hollows, nearly as before.

To the above may be added the very great uneasiness occasioned to the shaft-horse, when cither of the forc-wheels meets with any obstruction from stones, &c. and which is evidently increased in proportion to the smallness of the circumference.—E. VIALLS.

PECULIAR METHOD OF TURNING WOOL INTO Fur.—The wool-growers of Podolia and the Ukraine, and also in the Asiatic province of Astrachan, have a peculiar method of turning wool into fur. The lamb, after a fortnight's growth, is taken from the ewe, nourished with milk and the best herbage, and wrapped up as tight as possible in a linen covering, which is daily moistened with warm water, and is occasionally enlarged as the animal increases in size. In this manner wool becomes soft and curly, and is by degrees changed into shining beautiful locks. This is the kind of fur which passes under the name of Astrachan, and is considered on the continent as the most genteel lining

NEW-YORK AGRICULTURAL SCHOOL .have to present to our readers the following bill reported to the Senate of this State. We are much pleased with the course which has been pursued in reference to the memorial. It is now before, that is, on the fore-wheels. Having open for discussion, and we, for our part, shall spare no labor in bringing it before the public. Communications on the subject are respectfully solicited.

State Agricultural School.—In the Senate Mr. Sudam, from the Select committee of eight, to which was referred the memorial of the State Agricultural Society, reported in favor of the establishment of a State Agricultural School. The report was accom-panied by a bill, the material provisions of which are

as follows:

1. The Comptroller to issue certificates of stock to the amount of of \$100,000, bearing an interest of 5 per cent., and redeemable in 20 years, to be sold at public auction in the city of New York, to the highreggon along the board when unloaded.

The first trial was with four wheels of 2 lishment of the school.

2. Three commissioners to be appointed by the Governor to purchase a farm and contract for the e-rection of suitable buildings for a school, sufficient for the accommodation of 200 pupils, the officers of

the institution, and the servants for the farm.
3. The Governor and Senate to appoint seven trustees, to manage the concerns of the institution, who shall appoint a principal teacher and ovorseers, and employ the necessary laborers and assistants, and to prescribe, with the advice of the principal, the police and regulations of the school.

4. The trustees to be a body corporate and politic, and required to report annually to the legislature or Regents of the University, a full statement of the condition of the institution in all its branches. No pupil to be admitted into the school under the age of

Mr. Sudam said it was not the intention of the committee to pross the bill to a third reading at this see-They only desired that it be discussed; and that the report of the committee, and the views of those friendly to the measure, should be spread before the public, for the purpose of enabling the next legislature to judge whether it met the approbation of the citizens of the state.—[Argus.]

Mode of Thrashing in Germany .-- A laborer's hire is his meat and two goschens, about two pence half-penny a day, unless he happens to be employed in thrashing, in which case he usually makes a contract for a sixteenth me sure of the whole quantity of grain he thrashes out. As the entire village resounds from end to end with this operation, I shall state a few particulars respecting it which are likely to escape a more fugitive traveller, or one less curious in "re-rustica." Thrashing here is executed with a skill unknown to a less musical people. To be an expert thrasher it appears to me as requisite to have had a thrashing master, as a master for any other given art or ac-complishment. They thrash with a perfect re-gard to time, in all the alternations of triple and common measure, making the transition from one to the other with the greatest exactness. There are some times no fewer than seven or eight flails in concert; when it is a simple quarter, and one of the performers happens to drop out, which is frequently the case, the transi-tion is immediately, and without the least interruption, into triplets. Occasionally the effect is graced by some very delicate gradations of forte and piano, raliemando, crescendo, mor-cendo, accellerando—and the whole executed with as much precision as if a note book lay before each performer. When the piano is to be particularly delicate, the tips of the flails are used, which affords an opportunity of combining grace with dexterity; it is then the merest scarcely audible tap, and costs the least possible effort. Then comes the crescendo, swelling into a tremendous barn-echoing staccato-downright thrashing in fact; and what I particin winter cloaks. Similar trials with German ularly wish to enforce upon the farmer, the flail sheep have been attended with the same success, during the whole movement is never raised

higher than the head, which I could not help especially taking a note of for the good of our practical agriculturists, when I recollect how much unnecessary brawn is expended on our thrashing floor to no purpose. Thus we see his genius for music never forsakes the German in any situation or occupation of life; it follows him into his commonest employments; and no doubt is their advantage, on the principle of "studio fallente laborem," in making it in all similar exertions an arithmetical operation.
What is the story of Amphion building his Thebes, but an allegorical illustration of the same benefit of lightening labor by music? The German thrasher has the advantage of the Theban architect, for he turns the labor itself into a kind of music, though somewhat monotonous to be sure.—[Sir A. B. Falkner's Visit to Germany.]

To prepare Starch from Potators.-Grind a quantity of potatoes into a pulp by rubbing them on a plate of tin in which a number of holes have been made, then put them into a hair sieve, and pour cold water over them as long as a milky liquid passes through. This liquid is to be received into a basin, and when a whitish powder has settled at the bottom, the liquid is to be poured off it, and the powder repeatedly washed with spring water, until it be-comes perfectly white. When the last liquor has been poured off, the basin is to be placed in a warm place till the starch be perfectly dry.

Observation.—Twenty pounds of good potatoes, treated in this way, generally yield about four pounds of starch.

A MILLION OF FACTS—By Sir Richard Phil. lips.—Among the clever books recently recontaining a vast variety of information in a small space. It has been announced for publication by Mr. Conner, of New-York.

The sea is to the land, in round millions square miles, as 160 to 40, or as 4 to 1.

There are 7,700 veins in an inch of colored mother-of-pearl. Iris ornaments of all colors are made by lines of steel from 200 to the $\frac{1}{1000}$ part of an inch.

Bodies are transparent, says Newton, when the pores are so small as to prevent reflection.

The apprehension of the failure of a supply of coals in England is delusion. In Yorkshire alone, there are exhaustless beds, which are sold at 4s. or 5s. per ton.

The coal mines, which in Staffordshire have been burning for 200 years, consist of pyrites, subject to spontaneous combustion. Water will not extinguish them, because when drawn off, or absorbed, the pyrites burn more than before.

The odorous matter of flowers is inflammable, and arises from an essential oil. When growing in the dark their odor is diminished, but restored in the light; and it is strongest in sunny climates.

The height of mountains in the moon is con siderable; ten are five miles or nearly; and eight are from 3 to 4 miles. Three of the lows are from 3 to 4 miles; ten are from 2

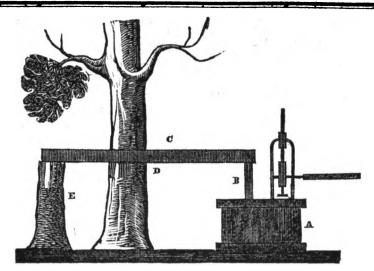
to 3 miles, and as many are nearly 2 miles.

Teeth are phosphate of lime and cartilage, but the enamel is without eartilage.

The number of ribs vary, being twelve or thirteen on a side.

The muscles of the human jaw exert a force of 534 pounds, and those of mastiffs, wolves, te. far more. The force is produced by the swelling of the muscles in the middle, and dilating again.

A chesnut tree grew at Tamworth, which ras 52 feet round; it was planted in the year 800; and in the reign of Stephen, in 1135, was made a boundary, and called the great chesnut tree. In 1759, it bore nuts which produced young trees.



Application of Bramah's Pump to the Eradica- ry a ready-made house more than 10,000 tion of Stumps of Trees. By F. H. [From miles. Yours, &c., F. H. June 8, 1832. the London Mechanics' Magazine.]

SIR,-Your correspondent, Mr. Hounds (p. ments, and none for live stock. To this class, perhaps, a machine like that represented in the prefixed figure might prove of essential service. Its cost would not be very great, and its appli-cation would be particularly easy:—

purpose.

end of

C, a strong beam of timber, fitting in

D, a notch cut in the tree to be felled. other end rests on

E, the stump of a tree, or other convenient block, near the tree operated upon. When the pump is worked, the beam C will of course be raised, and the tree must necessarily rise with it. It might perhaps be requisite to dig a little round the roots, and to cut some of the princi-pal ones, but of course the power exerted might be increased to an immense extent, by employing a longer beam, so as to gain a very long leverage. If not used to fell, or rather to raise a growing tree by the roots, this machine might be of great service in extirpating the stumps, by means of an arrangement similar to that employed in drawing the piles of Waterloo Bridge, as described by Mr. Davy, in vol 13, page 184, of the Mechanics' Magazine.

Another correspondent, P. M., (also on page 98,) has proposed a plan for transmitting ready. the true alchemy that turns every thing it touch-made cottages to Australia. The usefulness of es into gold. It is the sceptre that gives us our made cottages to Australia. The usefulness of es into gold. It is the sceptre that gives us our this may be doubted, especially when it is recollected that a wooden house, which was sent out to New South Wales at the first establishment of the colony to come a hourist in the same as the same a of the colony to serve as a hospital, took several Botanists record 56,000 species of various months in erecting at its place of destination, a machine in his optical experiments, made plants; and 38,000 are to be found in the catallebugh it had been put together in London in a machine in which he could draw 32,900 lines legues.

Besides, it will never pay to car-in an inch breadth.

SIR,—Your correspondent, Mr. Hounds (p. 98,) inquires for a machine to render the clearing of the woods more easy to the emigrant, and seems to think something in the shape of a circular saw most likely to supply the desideratum. Now, sir, I have always understood that the axe, in the hands of a skilful woodsman, is as efficient an instrument as need be desired for the mere clearing, but that it is the stumping, or getting up the roots, which is the most difficult part of the business, and for which some new process is the most imperiously required. The usual way, I believe, is to leave the stumps in the ground until they become rotten in the course of nature, which takes several years, during which the settler has to plough round them. Those who have capital sufficient make use of machinery, set in motion by horses or oxen, to pull out the roots at once; but this process is of course out of the reach of the poorer classes of emigrants, who have very little money to spare for impleof the reach of the poorer classes of emigrants, who have very little money to spare for implecompany. He has a higher and nobler source of enjoyment to which he can have access. He can be happy alone; and is indeed never less alone, than when alone. Then he enjoys the Its cost would not be very great, and its application would be particularly easy:

A is a Bramah's pump, from its great power and single pump, from its great power and single pump, from its great power and single pump, from its great power and single pump. urpose.

grows into a likeness to them, and learns to look
B the solid piston, on which is placed one down, as from an eminence of purity and light,

> and profligate. The high value of mental cultivation is another weighty motive for giving attendance to read-ing. What is it that mainly distinguishes a man from a brute! Knowledge. What makes the vast difference there is between savage and civilized nations? Knowledge. What forms the civilized nations? Knowledge. Vinational difference between men as they apprincipal difference between the men as they apprincipal difference between the men as they apprincipal difference between the men as they apprincipal difference between the men as they apprincipal difference between the men as they apprincipal difference between the men as they apprincipal difference between the men as they apprincipal difference between the men as they apprincipal difference between the men as they apprincipal difference between the men as they apprincipal difference between the men as they apprincipal difference between the men as they apprincipal difference between the men as they apprincipal difference between the men as they apprincipal difference between the men as the men a raised Franklin from the humble station of a printer's boy to the first honors of his country? Knowledge. What took Sherman from his Knowledge. What took Sherman from his shoemaker's bench, gave him a seat in Congress, and there made his voice to be heard among the wisest and best of his compeers! Knowledge. What raised Simpson from the weaver's loom, to a place among the first of mathematicians; and Herschel, from being a poor fifer's boy in the army, to a station among the first of astronomers? Knowledge. Knowledge is power. It is the philosopher's stone

upon the low-born pleasures of the dissipated

NEW-YORK AMERICAN

MARCH 28, 25, 26, 27, 28, 29-1833.

LITERARY NOTICES

REDURER REVIEW, No. CXII .- There are some admirable articles in this number—the best among them being that on Lord Mahon's History of the War of the Spanish Succesion. It brings the whole bygone period before the reader, and the gallant chivalrous Peterborough lives again.

In the political articles, there is a sort of consciousness peeping out-that, in the new position of the Review, as speaking the sentiments, or being supposed so to do, of the Whig Ministry, there must be some reserve, and a certain air and tone of official dignity in its port,-which is amusing.

We have only room for two extracts, on Babbage's book on Machinery-to which, by the way, the Review does not full justice. The first sets forth strongly the influence which machinery has had in civilizthe perfection of a machine.

We have been so long accustomed to make use of the most complicated and expensive machines, that we have in a great measure forgotten how much we owe to those that are simpler and cheaper, but not less powerful or useful. The truth is, that we hardly de any thing—that we cannot so much as make a sauff a candle, mend a fire, or dress a beefsteak—without resorting to machinery. We are so much identified with it, that it has become, as it were, almost a part of ourselves. Agriculture could not be carried on, even in its rudest form, without spades and hoes; and the horse had to be domesticated, and iron smelted and forged, before the plough could be introduced. Civilized man is, in fact, in-debted to tools and machines, not for an increase of power merely, but for almost every thing that he possesses. Perhaps not one in a thousand of the arts practised amongst us could be carried on by the and only. Those who investigate the history of the numen race, who trace their slow and gradual pro-ress from their lowest and most abject to their gress from their lowest and most abject to their highest and most polished state, will find that it has always been accompanied and chiefly promoted by the invention and improvement of tools and engines. What, we ask, has falsified all the predictions of Hume and Smith, as to the increase of the public debt, and enables us to support without difficulty a load of taxes that would have crushed our fathers, as it would crush any other people? This wonder-ful result has not assuredly been owing to any peculiar sagacity on the part of our rulers, nor to the miserable quackery of sinking funds, custom-house regulations, and such like devices. There cannot, indeed, be the stupendous inventions and discoveries of Hargraves, Arkwright, Watt, Wedgwood, Crompton. Cartwright, and a few others. These added so prodigiously to our capacities of production, that we vent on rapidly increasing in population and wealth, motwithstanding an expenditure of blood and treasure unparalleled in the history of the world. It is believed that an individual can at this moment, by means of the improved machinery now in use, produce about 200 times the quantity of cotton goods that an individual could have produced at the accession of George III. in 1760! The improvement in other branches, though for the most part less very great; and in some, as in the lace manufacture, is still very great; and in some, as in the lace manufacture, it is little if at all inferior. The high and spicuous place we occupy among the nations of the earth, is not owing to our possessing a greater population, a finer climate, or a more fertile soil; but to the superior art we have evinced in aviling eurselves of the powers of nature. This has multiplied our resources, and increased our power in a degree that was not previously conceivable. It is not going too far to say that we have, at the very least derived the times move adventures form the least, derived ten times more advantage from the spinning-jenny and the steam-engine, then from all all eur conquests in India, though these have added nearly 100 millions of subjects to our empire.

In illustrating the use of machinery in converting apparently useless and worthless substances into valuable products, Mr. Babbage refers to the skins used by the gold-beater, and to the production of the prusstate of potash from the hoofs of horses and cattle,
and other horny refuse. It is singular, however, that
be should not have referred, either in this, or in any

was to be done, there was no,
and all that the enerno satire; it is not a series of controversial dialogues
gy, courage, perseverance, and talent could effect,
no satire; it is not a series of controversial dialogues
work, nor a mere libel, like Mrs. Trollope's: it is a

other part of his work, to the manufacture of paper. portance, but the modest prominence which zeel for Considering, indeed, the many important purposes to a good cause joined with moral energy always gives which paper is applied, its extraordinary cheapness, and the fact that without it the invention of printing would have been unknown, or of comparatively little value, it may be classed amongst the most useful of all the products to which human ingenuity has given birth. The interest attached to its manufacture is greatly increased from the knowledge that it is formed of the most worthless materials. The inventor of the process for converting rags into paper, conferred an incomparably greater benefit on society, than if he had realized the fable of Midas, and transmuted them It was also particularly deserving of Mr. into gold. Babbage's attention, from the circumstance of very great improvements having been recently made in the manufacture.

About the year 1800, Mr. Didot imported from France the model of a machine for the manufacture paper, which was improved by the mechanical skill of English artists, and brought into an effective state about 1808. This machine, by superseding hand labor in the conversion of pulp into paper, has een very generally adopted, and has materially promoted that extension of the manufacture which has ing and improving mankind; the second presents a recently taken place. Mr. Dickinson of Hertford-remarkable instance, in the manufacture of paper, or shire, one of the most ingenious and inventive of our practical mechanists, has constructed another machine which performs the same operation by a different method; converting a stream of fluid pulp into a web of dry paper, completely finished and ready for the press, within a distance of about twenty-seven feet, and in about three minutes time! The machinery by which this all but miraculous result is effected, is so ingeniously contrived and admirably adjusted, that the continuous sheet of paper, which in its first stage appears like a wet cobweb, hardly capable of cohesion, is drawn forward over various rollers, from one stage of the process to another, at the rate of thirty feet per minute. We are not aware that much difference has taken place for a long period in the machinery for converting rags into pulp; but the present process, which is different from the original method of beating out the rage, has this drawback on its economy and despatch, that it breaks the fibre, and renders the paper less tenacious and durable.

> From the London Spectator we transfer the annex ed remarks upon a book now in the press of the Harpers' here for re-publication—and which we confess our eagerness to see. The extracts made from it by the Spectator, bear principally upon the state of slavery in the Southern States, and upon particular in. stances of the cruelties practised under it, which the writer witnessed in Charleston and in New Orleans. Of these he speaks as every just and feeling man must who has lived in a country where the curse of slavery is only a distant evil; but we do not think it necessary to copy them.

> Stuart's Three Years in North America .- Atlength a British traveller has returned from the United States who *onght* to have gone there. At length we have a full, a fair, a deliberate account of that great country: not a eulogy; not in any respect rhetorical, or poetical; sparing of epithets, but copious in facts; giving character by actions, describing by a

report of occurrences.

Both by reason and experience it would appear, that the duly accomplished traveller in North America must be no common man: his qualifications are peculiar—most peculiar for an Englishman, He must be thoroughly rational and unprejudiced on the great subjects of government and manners : he must have discarded the common aristocratic habits of his native land, arising from the great difference that exists at home between man and man: in a country deand clearly; amongst a people greedy of informa tion, he must have some to give: in a state devoted to affairs, he should have some knowledge of business, and more particularly of agriculture, necessarily the of his book, the author of this work is the man thus predicated; on other grounds, the same conclusion might have been come to. The name is not one unknown in Scotland. For many years Mr. Stuart was a representative and supporter of Liberal principles in Scotland, when it was no bolyday work to keep the sacred fire of Liberty alight. Where any thing the sacred fire of Liberty alight. Where any thing was to be done, there was he; when any thing was to be said, he was in his place; and all that the ener.

There are no theories in this work—no scenes.

a good cause joined with moral energy always gives—that brought upon him the attacks of a most rancorous and unsparing party,—the old Tories of Scotland; who at one time, had it not been for such men as Mr. Stuart, would in that country have trampled both Liberty and Liberals under foot. It was but a wretched copy of verses that brought about the meeting between Mr. Stuart and Sir Alexander Boswell, which ended so fatally to the latter; but it had been found absolutely necessary to make a stand against the virulence of men who in their fury spared neither private nor public fame. This duel was a bitter necessity; but for Mr. Stuart it had the advantage of proving him, by means of overwhelming testimony, in pos-session of one of the noblest characters in the coun-Subsequent to his trial and most honorable acquittal, the vast changes in the value of land, in which, like many others, Mr. Stuart was deceived, produced a change in his fortunes; and it seems to have been with some view of transferring his residence from Great Britain to America that the travels herein described were undertaken. He has, however, returned: let him not again be permitted to wander without public credentials. Shame that such a man should be allowed to leave a country which his exertions have so largely contributed to put in the way of good government; shame that such a man should depart to seek a foreign home, and leave others to reap the harvest he toiled so industriously

But to our book.

Mr. Stuart left England for the United States in July, 1828, and sailed from New York on his return in April 1831. During the period between these dates, he travelled and resided in almost every part of the Union-at least all in which his countrymen are most likely to be interested. From New York he proceeded up the Hudson to Niagara; thence into Canadas; on his return, he crossed New England; afterwards he visited the Eastern and Southere States; from New Orleans proceeding up the Missisippi to Louisville, visiting the Illinois and Indiana States, crossing thence to the Alleghany mountains, and returning through Washington. This is the merest outline of the route, and does not include any of the numerous excursions and deviations which the author made for the purpose of more accurately informing himself of the state of the country. Mr. Stuart's familiarity with rural affairs, makes his reports on the Illinois and other Western States in the valley of the Mississippi of peculiar value. Indeed, the chapter on Illinois ought to be pointed out as containing indispensible information, not to be procured elsewhere, to all who are thinking of emigra-tion. The report on the great Prairie countries is full of interest, and even of novelty. Mr. Stuart visited all the new settlements of the emigrants; and his account will be not a little gratifying to the friends of those who have gone out, and not a little encouraging to those who propose to follow them.

Mr. Stuart mixed with all classes, freely and

pleasantly; was always well received; and see in most cases to have separated with regret from his American friends, after a mutual interchange of good offices and solid information. Mr. Stuart does not omit to notice the difference existing in the manners of the two countries, or to censure practices which he disapproves, when such occur: this, however, is but rare, for Mr. Stuart, like other sensible persons, knows that habits and manners are as naturally the growth of circumstances, as vegetation is the modi-tied production of the soil and the climate. Looking. therefore, upon this extraordinary people with a mind perfectly free from prejudice, and a disposition rather to discriminate than censure, we are not to be surprized that the effect of Mr. Stuart's work is far ists at home between man and man: in a country de-woted to discussion, he must be able to reason calmly hitherto published. The favor, however, is not shown in praise, but rather in the direction taken by Mr. Stuart's observations: being neither idle, ignorant, nor ill-natured, he has neither laid himself out to listen to foolish boasts, nor exposed himself to the grand business of a nation occupying a territory of provocation of insulting comparisons, by an exhibi-enormous and indefinite extent. On the very face tion of contempt or an ostentation of a difference of habits of thinking and acting : he has looked to the doings of the Americans rather than their sayings; and having something to converse about, these say-ings are of a very different character from the reports of other leas qualified travelers. Neither was Mr. Stuart terrified by the bugbear of Democracy; he could look the tremendous majesty of the people

tary on them as good sense would dictate, or their nature render necessary to their being thoroughly understood and applied. Mr Stuart has been careful understood and applied. as well as curious in selecting those little circumstances, and those floating documents, whether in newspapers or other publications, which indicate the state of a country, like straws throws up to show the course of the wind. This work is very abundant in those little extracts and selections, which often in three lines tell us as much as a traveler could in a

The form of a book is the lively and real form of the Diary. The notes have all the fulness and freshness of immediate impressions upon them; they appear to have been taken on the snot, though subse quently to have undergone a careful revision.

We add to this view of the Spectator some introductory remarks of the Edinburg Review upon the same work, and upon the claims and character of its author:

Its author, though accustomed to mix in better so ciety than nine out of ten of the foreigners who have visited the United States, does not affect to be disgusted with a great, a growing, and a happy people, because hotels, and the houses of opulent individuals, are not crowded with obsequious waiters and lac--because it is customary for strangers to live in boarding houses-because gentlemen prefer business to wine after dinner—er because the waiters ust be civilly spoken to, and would refuse, instead of demanding, attendance-money. He seems to have thought that the well being of the great mass of the people, the comfort and intelligence of those engaged in manual occupations,-and the respect everywhere paid to talent and eminent public servi--might in some measure atone for the want of dukes and duchesses, and all that beautiful gradation of ranks, which, passing through Bishops with £15,000 a-year, and rectors with £5000, ends in paupers and mendicants. Mr. Stuart had neither paupers and mendicants. Mr. Stuart nau monne. Captain Hall's patrician horror of democracy, nor Mrs. Trollope's affectation of gentility, nor Miss Wright's love of scepticism and spit-boxes. His object was to give a fair account of the country, without either exaggerating or concealing the good or bad qualities of its inhabitants; and we think he has been eminently successful. Having, with his wife, passed three years in America, and having leisurely travel. led over the country, and mixed with all ranks and orders, from the President to the "Helps" in board. ing-houses, he had peculiar opportunities for forming an accurate estimate of the character and manners of the people; and of the working of their government and municipal institutions. Of these opportunities he did not fail to avail himself; and we venture to say, that such readers as can relish an honest account of an extremely interesting country, written in an unpretending style, will not easily find a more aceptable book than the one we have just recommended to them.

Another book on America, and by a Scotchman too, is announced in Edinburg. "Men and Manners in America," 2 vols., by the author of Cyril Thornton. Many of our readers may remember a jeu d'esprit, published in this paper shortly after Mr. Hamilton, the author above referred to, left this country-purporting to be a poetical epistle from him to Lockhart. We shall be agreeably disappointed if the sentiments and opinions ascribed in that piece to Mr. H., be not realized in his forthcoming book.

We are indebted to a young medical friend for the annexed notice of a valuable work, of which the me rits and usefulness are well explained by him.

THE DISPENSATORY OF THE UNITED STATES, by GEORGE B. WOOD, M. D. and FRANKLIN BACHE, M. D. Philadelphia: Grigg & Elliott. 1833.-The eyes of the public at large, as well as of the medical profession in this country, seem hitherto to have been closed against the importance of a know. ledge of Pharmacy in the education of the Apothecary. Where such immense interests are at stake, it is only strange that attention has not been more strongly excited to the subject, and that we have been so slow in discovering the means for the better

with whose name we have prefaced these remarks. teria Medica and Pharmacy have been issued from time to time from the press, and have received their due share of praise and attention; but a true and complete history of the Science of Pharmacy, as it now exists in this country, and of the various drugs tion entitles them to mention although their use is now laid aside, has long been wanted. The subject has not been exhausted in Europe, and still opens a wide field for investigation. Our own fertile counery, with every variety of soil and climate, is rich in plants whose properties and importance in a medical point of view present them to us as objects of laudable research. The authors of the Dispensatory have availed themselves of every information which the many valuable treatises on these subjects, as well as long experience through their own practice, have afforded. How far they eave succeeded in their endeavors to give a complete history of the various articles, it needs only a reference to the work itself, and the long established reputation of the gentlemen, as men of liberal and sound judgment, of deep research and caution; adopting the opinion of others, not without the most careful examination. but, when convinced, asserting them with vigorous determination. As Professors of the Philadelphia College of Pharmacy, their names rank high in their respective branches of Materia Medica and Chemistry; and their fame is destined to added lustre from the present work. There is another point of view in which the Dispensatory is to be considered: with. in the last few years, the medical world has been enriched by a national Pharmacopœia, which has already won its way to public favor by the decided merit of its contents. Of this, no explanation has hitherto appeared; and entering as it does into details which may seem now and unnecessary, it is due to the work that something of the kind should be offered. This has been most successfully attempted in this work. To use the words of the preface-"the Pharmacoposis of the United States has been adopted as the basis of this Dispensatory. It is followed both in its general division of medicines and in its alphabetical arrangement of them under each division. Every article which it designates is more or less fully described; and all its processes, after being literally copied, are commented on and explained, when ever comment or explanation appeared necessary. This appeared due to the national character of the Pharmacopæia, and to the important object of establishing, as far as possible, throughout the United States, uniformity both in the nomenclature and preparation of medicines." At the same time, the Pharmacopæiæ of Europe have been consulted, wherever they seem to differ with our own ; the discrepancy attended to and explained; and whatever preparations of importance they may contain, are adopted and transferred to the pages of the dispensatory, with a laudable liberality. As a commentary upon the United States Pharmacopæia, it is a most comprehensive and valuable work : valuable, not only to the apothecary, but to the physician, giving as it does a a correct history of the medical, as well as the commercial and pharmaceutic properties of the various articles.

CASAR, TRANSLATED BY WM. DUNCAM: 2 vols. New

mass of facts and observations, with such a commen-||merated in it, cannot fail to be received with thanks||the series. We have an earnest in the volumes beby all interested (and which of us is not?) in the pro- fore us, that our fears were unfounded; and Casar, gress of this branch of knowledge. Such is the work the first and ablest writer of Commentaries on his own wars, the admirable orator, statesman, author, and Not that it stands alone upon the subjects of which soldier, is here presented in an English dress, which it treats, for many and valuable productions on Ma- aims to preserve, as much as possible, the style and manner of the original.

> COTTAGE ECONOMY, BY WM. COBBETT. New York. John Doyle.—It is now some twelve or fifteen years since Cobbett, (now an Honorable by the courtesy, and an M. P. by the votes of his fellow-countrymen,) and medicines which are now acknowledged by the first published this work, which combines all necesmedical practitioner, as well as of those whose repulsary directions for feeding pigs and poultry, brewing, baking, &c. &c. interspersed throughout with vigorous sallies of his original, powerful, but too often perverted mind. We dare say, the recent honors conferred on the author, will add to the demand for his book.

> > THE NEW YORK SPORTING MAGAZINE, AND ANNALS of the American and English Ture, No. 1 : printed for the Editor and Proprietor, C. R. Colden, by J. W. Bell, 17 Ann street.-We do not hesitate to say that this is one of the handsomest and most complete sporting periodicals that has yet appeared any where. It is a large well printed quarto of 42 pages, admirably arranged inside, and the number before us is embellished with three fine portraits of celebrated horses. The editor, whom, under his signa. ture of "An Old Turfman," we recognize as one of the best contributors to Mr. Skinner's excellent work of a similar character published in Baltimore. and whose thorough qualifications for the task he has undertaken are, we believe, generally admitted, proves that he holds the pen of a ready writer, in a number of well-prepared articles, besides his very clever introductory. In short, with a single exception, this work holds out the richest promise of entertainment, instruction and satisfaction to all true lovers of field sports. The exception, however, should, in our opinion, be fatal to the work, unless it be at once removed. It is including what are called "the sports of the ring and the pit"—in other words the brutalizing diversion of boxing, and the low and savage one of cock-fighting, with the high-spirited pleasures of therace-course, the beautiful amusement of angling, the invigorating one of fowling, and the soul-stirring excitement of the chase. It is mingling up and confounding two of the vilest amusements that have in any country survived the progress of civilization, with those manly pursuits and invigorating pleasures in which "brown Exercise" leads us through flood and forest, by the still covert's side, and over the breezy moor. It is identifying with the practice of those sports which every man who wishes to see a hardy, high spirited population continued in the country, must be anxious to promote among our youth, in every proper way, the indulgence in diversions to which the sense of our community is so abhorrent-however they may be tolerated in other countries—that they are practised only in holes and corners in ours.

The Editor is mistaken if he thinks, because the fine exercise of sparring is becoming a favorite one among our young men, while they have such a capital teacher of the science as Fuller, that what is called a regular " set to" will ever be countenanced here. And as for cock-fighting, the proverbial amusement of stable-boys, what have their masters, his subscribers, to do with it? These low and savage tastes are not the tastes of the country, however acceptable they may be to individuals, and any publication which attempts to engraft them upon us, must fail. Let the exceedingly capable, the enterprizing, York, J. & J. Harper.—These two volumes, which and veteran Editor of the New-York Sporting Magaeducation of that responsible class of the community. constitute Nos. VI and VII of the Family Classical zine lay this to heart, and we are convinced he will A work, then, having for its object the clucidation || Library, rejoice us; for we feared from the long in- || at once discover the unnatural union which he is of the principles of Pharmacy, extending also to the terval that has elapsed since Rose's Sallust appeared, about to make in his work, of pursuits the most inmedical history and properties of the articles enu-that the publishers were discouraged from pursuing teresting and attractive, with those especially entihe may be morally certain that a work continued with the ability and elegance with which this is begun, will meet with the warmest countenance, and the most liberal support.

TALES OF MILITARY LIFE, Second Series. By the author of the Subaltern. Philadelphia: Key & Biddle .- With the exception perhaps of Capt. Hamilton, and the very clever author of "Resollections of the Peninsula," Mr. Gleig, the author of this book, is the most agreeable of the whole corps of military writers, which of late years has sprung up in such force in England. He, if we recollect aright, was one of the very first to take the field in this new capacity, after the return of general peace in Europe, made the soldier's a trade less winning than the scribe's; and he continues with his light troops-his duodecimo tales and sketches-to maintain his ground, in spite of the heavy artillery, the quartos and folios, with which the Napiers and the Londonderrys have come upon his position. "The Gentle Recruit," and "Saratoga," are the stories which compose this volume; and though written in a more ambitious style than "The Subaltern," there is still all the graphic power and much of the engaging truth and simplicity of narrative which made that little work so popular. The volume, we ought to add, is printed with a degree of elegance rarely found in American republications of this kind.

New Music.-Hewitt has issued this week the following new pieces :- The Hunter Boy, a ballad, music and poetry by William Ball; Louisville March; The Minetrel to hie Harp, music by Kiely; Musical of government, and in September, Gen. Livingston Recreations from the Gazza Ladra: Oh doubt not, a was transferred from the ranks of the army to take song by Peters; Dek! uon valor contringere, from the opera of Anna Bolena by Donizetti; the Amelia Waltz; Grand Polonaise, composed by Marsh; the he was annually re-elected fourteen successive times, Banks of Allen Water, arranged for the Guitar, by till his death, in 1790. During that period he was Otto Torp: 'Tweet pain to tell thee all I feel also appointed by Congress to be Minister Resident in Otto Torp: 'Twere vain to tell thee all I feel, also Holland, which he declined. He was also a delefor the Guitar, by Torp, and The Missletce Bough, as sung by Sinclair.

The following anneuncement of the biography of one of the illustrious patriots of our Revolution, appears in the Boston Patriot, and is said to be from that Governor Livingston's fame is mainly founded the pen of an eminent scholar of New England, whose profound researches into our national history give a value to every thing he writes on the subject.

MEMOIR OF GOVERNOR LIVINGSTON .- We understand that a work is now in press in New York, entitled "Memoir of William Livingston former Gaver- awards of history, and the judicious admiration of nor of New Jersey." Whoever is conversant with the history of the Revolution will anticipate with no small still to be rendered to many worthies of the Revolution. degree of pleasure the appearance of this work. Few names in that drama of events are more worthy to be perpetuated with honor, or have higher claims to the praise and gratitude of posterity, than that of Governor Livingston. In times of peril and despondency when hostile armies overran and ravaged the middle states, when the hearts of the people began to sink within them, and the hopes of the nation were verg. in those times that tried the patriot's ing to despairstancy and character, the Governor of New Jersey fulfilled the duties of his station with a promptness an energy, a perseverance and ardour, that roused the drooping spirits of his countrymen, and contributed on many occasions most essential services to the No man possessed in a higher degree public cause. the esteem and confidence of Washington, and on none did he rely more entirely for aid and support when dangers threatened, or exigencies demanded.

Gevernor Livingston was born in Albany, 1723, an early descendant of the family of that name which has become conspicuous for its numbers, its wealth, and its talents in the State of New York. He was the brother of Philip Livingston, one of the signers of the Declaration of Independence; and also the bro-ther-in-law of Lord Sterling, and the father of Brockholst Livingston, for many years an able associate Justice of the Supreme Court of the United States.-John Jay married one of his daughters. These ar These and other family connections combined with his personal merits to diffuse a knowledge of his character, and increase the weight of his influence.

After graduation at Yale College, in 1741, he ap- publishers to continue the work.

tled to contempt and abhorrence. When this is done, ||plied himself to the study of the law, and entered with more than usual promise into the practice of that profession in New York. His opinions at that early period took a strong tendency to Whigism, and he edited the Independent Reflector, a paper of that complexion. He was actively concerned, also, in the dissensions about King's College, which, by mingling together religion, literature and politics, raised up parties, and produced a good deal of excite ment at the time. We next find him in the Assembly of New York, and soon afterwards editing the American Whig, another newspaper of a liberal cast, as its title implies.

Considerations relative chiefly to his private affairs induced him, in the year 1772, to remove to New Jersey. His residence was near Elizabethtown. The growing difficulties between England and her colo nies could not but awaken his attention, and kindle his feelings, ever active to the cause of his country and the high claims of liberty and justice. Although a recent inhabitant of the colony, his reputation was at once a proof and a pledge of his ability to serve his fellow citizens in a respectable station, and his fi-He was chosen a delegate delity to their interest. to the first Continental Congress. The election was repeated, and he remained in the highly honorable post, till June 1776, when he was called from Philadelphia by the Convention of the State to take com mand of the New Jersey troops, then assembling at Elizabethtown for the purpose of guarding the State against the invesion of the British, who were at that time menacing New-York. Clothed with the rank of Brigadier General, he entered upon the duties of the field, acquitted himself to the full approbation of his constituents and obtained the special applause of the Commander-in-Chief for the talents. and address, which had marked his brief military

But higher destinies awaited him, and those better suited to his former habits end attainments. State of New Jersey assumed an independent form the helm of State as its first civil Chief Magistrate. No higher eulogy need be uttered on the manner in which he executed this trust, than the fact that gate from New Jersey in the Federal Convention for forming the Constitution of the United States, although at the same time Governor of the State.

It is on his character and acts, as Chief Magistrate of New Jersey for so long and so interesting a period and in this relation it adds lustre to the page of American history. If the civil station has less glare to attract the gaze, and less power to call out the sounding breath of the multitude, than the military, it is nevertheless, to say the least, when filled with tion, and particularly to the Governors Livingston, George Clinton, and Trumbull. To the first, this debt of gratitude is speedily to be paid. From the To the first, this From the

two last we hope it will not long be withheld.

The biographer of Governor Livingston, we under stand, has been favored with peculiar advantages for performing his task with accuracy and faithfulness. He has had access not only to all the original papers of the subject of his memoir, which now remain, but to many others illustrative of his deeds and times. Governor Livingston was a man of genius, a scholar, and a wit. He wrote some anonymous pieces, which must be curious even at the present day. His humorous reply to Burgoyne's pompous proclamation was one of the most happy and mirth-stirring productions that has come from the American press. The humor and satire of Hopkinson and Livingston did more to keep alive the spirit of the Revolution than grave discussion about the rights of the British Parliament, or formal address of a public body.

THE KNICKERBACKER .- The next number of this periodical, to be issued on the 1st of April, will be under different auspices from the preceding numbers the gentleman who edited the first three having withdrawn himself for reasons in our judgment abun. dantly sufficient, from any further connection with the Magazine.

It is of course the intention of the proprietors and

SUMMARY.

NAVIGATION OPEN .- The Constitution and James Fairlee arrived last Sunday—the former from Pough-

The river continues high, although it had fallen a few inches yesterday afternoon. The ice is continually passing down in large masses. The water was yesterday seven or eight feet deep on the pier, Quay street, and in the lower stories of the warehouses. It overflowed the lower part of Market street, obstructing the ordinary passage of the street in the vi-cinity of the Eagle Tavern, and filling the cellars the entire length of S. Market street.—[Albany Argus of Saturday.

The Postmaster at Northampton has given information that the mail which left New York on the 21st instant was lost in the Connecticut river, three miles below that place, by the coach tumbling over the bank at the Bend. All safe but the mail, and search was making for it, which contained of course nothing from south of Northampton.

NULLIFICATION AT AN END .- The Washington Globe of yesterday, (received this moment, one o'clock,) contains a letter of 16th inst. from Colum. bia, S. C., stating that the new ordinance, repealing the nullifying ordinance, and all the laws passed in pursuance thereof, passed on the 15th-only four dissenting votes.

Indian Treating .- In the Globe of Tuesday the 19th inst, the treaty with the Menominees as finally negotiated by Gov. Porter of Michigan and ratified by the Senate, is published. Its chief object is to stipulate a reservation for the New York Indians on the east side of the Winnebago lake-the New York Indians, including the remnants of the Stockbridge, Munsees, Brothertown, St. Regis and Six Nation tribes, assent to the treaty.

The same paper of Saturday the 23d, contains the Chickasaw treaty, duly ratified by the Senate, stipulating for the removal of the whole "Chickasaw nanation" west of the Mississippi.

The Cherokees are now the only Indians remaining within any of the States.

MUNIFICENCE.-We understand that the late Hon. Joshua Fisher, who died at Beverly last week, has bequeathed \$20,000 to Harvard University, as a foundation of a Professorship of Natural History also about \$7000 to Rev. Mr. Thayer's Congregational Society, and has made other liberal donations.

The above is from the Salem Gazette of 22d inst. Rich men do die heresbouts too, sometimes, but we have no recollection of any scholarships or professorships founded by any such. We wish this "Yenkee notion" could find some imitators this side of Byram river.

A NEW DRINK .- A correspondent sends us the following extract of a letter:

"By the way, do the people "down East" know that an excellent drink can be made of the sap of Birch trees? You may if you please, communicate it to some newspaper. It is made like wine."

The next best thing to telling that sap of Birch trees makes an excellent drink, is to let us know the process of making it—though, to be sure, they are cute enough "down East" to find any thing out.

Sewing on Glazed Calico.—By passing a cake of white soup a few times over a piece of glazed calico, or any other stiffened material the needle will penetrate with equal facility as it will through any other kind of work. The patronesses of the School of Industry pronounce this to be a fact worth knowing, the destruction of needles in the ordinary way occa-sioning both loss of time and expense.—[Tauntea (Eng.) Courier.]

Philology.—Elliott, the Apostle to the Indians, was a man of the most exemplary patience and remarkable perseverance. In his translation of the New Testament into some Indian dialect, he never suffered himself to be daunted by such words as follows. It occurs in St. Mark's Gosper.—
"Wuttappesittukgussunnookwehlunkquok," It occurs in St. Mark's Gospel :

23d inst. in the North River, (being the first,) by Captain A. Willis, and sold in the Washton Market at One Dollar and Fifty Cents.

[From the Journal of Commerce.]
GOVERNMENT DEPOSITS —We understand the U.S. Bank is still the place of government deposits, and what is still more important, that there are actually considerable sums deposited. The cash account of our Custom Honse the last week stood thus

 Bonds paid \$348,156
 45 Debentures paid \$80,158
 19

 Cash duties
 66,405
 44 Return duties
 74,933
 81

 Tonnage
 370
 13 Balance
 260,841
 52

\$414,933.52 414,933,52 At no other port has there been as yet any payment of the return duties. The suspension in paying them here, took place on the ground of the general

instructions of the Secretary published some days ago, which contains the following clause:

"The applications for a return of such excess of duties, as well as for other duties to be refunded, are, of course, to be made to the Treasury, and to substantiate the claims, a certificate of the custom house officers is to be produced, agreeably to the enclosed form, marked B."

[From the Albany Argus of Saturday.]
Appointments made by the Governor and Senate Tuesday, March 19 :-

New York-John White, James Kelso, Calhman, David Kelso, George Kelso, Christopher Seaward, Edward Smith, Richard Thompson, James Malcom, William H. Rolston, Thomas Hope, Josiah Malcom, William H. Rolston, Thomas Hope, Jonan Johnston, Samuel C. Hicks, Robert Thompson, Geo. Arnold, Robert T. Norris, John Henderson, Wm. P. Teneure, David Sherry, John Dean, Nicholas H Stevens, Joseph Brotherton, Hugh A. Johnson, John Terneure, Abraham Terneure, John Ming and John Hyer, branch pilots by way of Sandy Hook.

Jefferson—Jason Phelps, auctioneer; Wm. Wood,

notary public.

Madison—Orren Hall, auctioneer.

FRIDAY, MARCH 22.—New York—Samuel Wiswall, John Webb and David Mitchell, harbor mas. ters; Josiah Ingersoll, master warden; and Charles better than at H. Barnard, Reuben Hope, and John Minugh, war-prosperously. dens of the port of New York.

FOREIGN INTELLIGENCE.

CHOLERA AT HAVANA .- A letter of the 9th from an American gentleman at Hayana, says the excite ment there on account of the Cholera, was very great The number of cases on beard the vessels had been small; but on shore the number of deaths was variously estimated at from 100 to 150 per day; princi-pally among the blacks.—[Journal of Commerce.]

Auful Catastrophe.—The Redactor of Saturday contains an article from the Constitutional del Cauca, stating that in the month of July last while Mass was being celebrated in the church of Sigchos, near Tacunga, in the republic of Equador, South America, on the day of the solemn festival del Cerue, fire was communicated to the builging by means of a rocket, and that in the rush of the audience to the door, it became shut, and THE WHOLE CONGREGA-TION PERISHED IN THE FLAMES, except the Curate, who escaped through a window! The number of lives was estimated at more than FIVE HUNDRED, besides children .- [Jour. of Com.]

FROM THE SANDWICH ISLANDS.—We have been farnished with the following extracts from letters recently received from these islands via Manilla: [Boston Centinel.]

George Marini and fifteen Sandwich Islanders, were massacred at Wallis's island last year—they had gained a little brief authority there, and began to oppress the natives, who rose upon them and put them all to death.

Kashumanu, the Queen Regent of the Sandwich Islands, died at Mano (Island of Oahu) on the 5th of June last, of a bowel complaint. She died as she had lived, (of late years) a christian. Kinan succeeds Kaahumanu as regent, and all things went

on quietly and well down to October last.

The English Cutter William Little, of Liverpool which was cruising on the coast of California, with a crew consisting of Captain Carter, and six Sandwich Islanders, who rose upon the Captain and threw him overboard. They then steered away be-fore the wind, not knowing where they were going, when they fell in with Fanning's Island—one of them

SHAD!-A Shad was taken on Saturday the || knew the island, and they concluded to landall the money on board and a few articles of move. ables, into the small boat, drove a hole through the cutter's bottom with a crow bar, and then landed. From Fanning's Island they got to Oahu, where one of the number turned King's evidence. The two principals, Bowling and Kahiniau, were taken up by the island authorities, and on examination they confessed the fact and particulars. They were tried before Kuakini, (John Adams,) Governor of Oahu, and Bowling and Kahiniau were condemned, and were to be hung on the 12th of Junc. This is the first case of piracy and murder ever known to have been committed by Sandwich Islanders.

> FROM PARA AND MARANHAM.—Capt. Green, of the orig Rebecca, from Maranham via Para, informs that the state of things at the latter place was very unset. tled. The people are divided into three factions—one in favor of Don Pedro, another for Don Miguel, and a third, consisting principally of the lower classes, deastint, consisting principally of the lower classes, desiring a republican form of government. Murders and assassinations were very frequent. "On the day of my arrival," says Capt. G., "I had business on shore early in the morning. The first thing that met my view was a young woman eighteen or nineteen years of age, with her throat cut from ear to ear! She lay lative to the portion of a million which has been pro-in the public market place, and little notice was taken mised to the Queen of the Belgians. The clauses of age, with her throat cut from ear to ear! She lay of her. Going further along through Palace Square, I saw a European Portuguese butchered in the most horrible manner." Capt. Green represents the old Portuguese as very desirous to leave the country, but unable to dispose of their property for any thing like its value.

A conspiracy on board the Brazilian corvette Defensora (guard ship) against Capt. Ingliss, had been detected in time to prevent its being carried into execution. The ringleaders were two lieutenants, who were put in irons and sent to Rio Janeiro for trial.

Markets at Para dull and overstocked. Floves quoted at \$7. At Maranham, 6 to 7 mil reis. Hides, 110e115 reis. A brig arrived at Maranham from Oporto, under the flag of Donna Maria. The political state of that town and province was vastly better than at Para. Trade and commerce going on

[From the N. Y. American of Tuesday.]

LATER STILL.—The Ajax, from Liverpool, brings dates from London to the 19th, and from Liverpool to 21st ult.

The Parliamentary debates are the chief affairs of interest, and especially those relating to Ireland.-The insurrection bill, which invests the military authorities with the whole control of Ireland, would missed. undoubtedly pass. It was justified on the sole plea his friends seemed to admit that the plea was good.

The affairs of Portugal seem to be little altered. An extract from a Bordeaux paper declares that Six Stratford Canning has effected an arrangement with the Court of Madrid for the recognition of Donna Maria, and also for the calling of the Spanish Cortes in order to secure the succession to the Spanish crown of the young Princess, to the prejudice of Don Carlos.

STILL LATER.-The Roscoe, from Liverpool whence she sailed on the 24th! ult. is coming up. As yet, we have only an account of Markets. cotton, for the week ending 23d, 14420 bales had been sold at a decline of 1-8d. The imports for the same period were 11332 bales. United States Bank Stock quoted in London at £22.10 to 22.15.

A postscript of Saturday evening 23d, from Liver pool, says-"Our Cotton Market has to-day been steady, and the sales amount to 2000 bags, which are chiefly American."

The Irish insurrection bill passed the House of Lords, on the 22d.

Among the passengers in the Roscoe is the Hon G. R. Vaughan, who returns to his post at Washington, as Minister from Great Britain to the U. States

Mr. Speaker Stevenson will now, we suppose, obtain his long ceveted appointment of Minister to Great Britain.

-took||clusive, from London. They furnish Paris dates of the 20th, three days later than those before received. We give some extracts under the Paris head, which are all we find of interest.

> The Geo. Clinton, which sailed from Liverpool as the packet of the 8th February, returned leaky. Her cargo was reshipped to the Birmingham for the 1st of March.

> The Sully, Capt. Forbes, sailed from Portsmouth, on the 16th February, for New York.

[From the Messager des Chambres.]
PARIS, Feb. 19.—It is confirmed that a project of law will be very shortly presented to the Chambers, to obtain a dowry of a million for the Queen of the

Belgians. It is affirmed, however, that a very influential Deputy, and who has often been proposed for an emisent place in the Council, has energetically declared against such a project, which, however, has not been abandoned.

The Courrier Francais makes us acquainted with some clauses of the marriage contract of the Queen

of the Belgians:

"The following are the reports in circulation reof the contract have been kept secret even from those who are intimates of the Palace; no-body has been consulted. Now, by the cession made by the King to his children of his private fortune, the Princess brings as a marriage portion to the King of the Belgians, her share in the patrimony of the Or-leans family, which is estimated in landed property at aix millions; the million in money will be asked of the Chambers; and a curious circumstance is that Belgium, owing us sixty-five millions, including the expenses of the expedition, which it has cost us, the million for the Queen's dowry will not be deducted. but that it will be given over and above. carrying generosity very far."

[From the N. Y. American of Monday.] LATER FROM EUROPE.—By the Rhone packet ship. from Havre, we have Paris papers to the 18th ult, furnishing London dates of the 15th.

Of continental news there is not much. The Belgian question is where it was. In Portugal a sortie made by Gen. Solignac against the Miguelites, on the 24th January, seems to have been without result. The failure is ascribed to the want of co-operation on the part of Sartorius, and the naval forces; there were, in consequence, rumors that he would be dis-

The victory of Koniah, by the Egyptians, is conof necessity, and all but Mr. O'Connell, and a few of firmed. The result, according to the latest Paris dates, was an armistice between the Porte and Ibrahim, without any intervention by foreign powers.

> In England, important discussions, in both Houses of Parliament, had occurred on the occasion of the King's speech. In the House of Commons, they turned mainly on the troubles of Ireland, which the Ministry announced their determination to terminate by force, while at the same time all reasonable attention should be paid to real grievances. Mr. O'Con. nell spoke of the King's Speech as a "brutal and bloody speech," whereupon he was called to order by Lord John Russell, who desired the words might be taken down, as disrespectful to the sovereign .-Mr. O'Connell said, that according to the theory of the Constitution, the Ministers and not the King were responsible. The Speaker decided that such was the proper view of the subject, but submitted whether the terms employed by Mr. O'Connell were such as decorum and propriety would warrant. Mr. O'Connel then continued his speech, but less violent ly. Cobbett proposed a substitute to the ministerial answer-which, however, was carried by a vote of 390 to 23. On the next day, the 12th, the Chancellor of the Exchequer introduced his plan for regulating the affairs of the eatablished Church, in Ireland.

This important measure being expected, the galmr. speaker Stevenson will now, we suppose, ob-lieries and body of the House were excessively freat Britain.

We have (at 1 o'clock) our papers to 22d ult., in-

quainted the House that the House had that morning mented the Address which had been voted to his Majesty, who had been pleased to return the following gracious answer:

"I thank you for your loyal and dutiful Address.

You may rely upon my support in any steps you may take for maintaining the legislative Union between Great Britain and Ireland; and you may be assured that in repressing all acts of insubordination I will assist you to the utmost of my power, by the removal of all just grounds of complaint in every part of my deminions.

The reading of the answer elicited loud cheers. The Chancellor of the Exchequer then rose, and stated that he wished to discuss particularly the grievance of the Church Establishment in Ireland. Mr. Stanley was to introduce a measure on the grievances arising from grand jury presentments. The The inended to procure a change in regard to soap. The want of capital may be remedied by the restoration of peace and order, and this may be secured by legal

The church establishment in Ireland was far greater in proportion to the population than in Eng and; but the revenues were very much overrated He had been greatly deceived on this subject.

The nett amount of all revenues of the Bishops of Ireland was not £130,000; the gross amount of all the revenues was £150,000, but owing to the expenses of collection, etc. the nett amount was not more than £100,000. It was true that a large tract of than £100,000. country belonged to the Irish bishops; but the Irish bishops had not any beneficial interest in it; but their ants and lessees had full five-sixths of the value of that land. The estimated amount of the value of these lands was £600,000. Of this sum the bishops did not themselves receive more than £100,000. That accounted for the exaggerated ideas of the nount of the episcopal revenues that prevailed in Ireland, and which had been stated with so much confidence by several gentlemen on the other side of the House. With regard to the doans and chapters of Ireland, it was not as in England. There was not a great number of prebends, whose income was derived from their chapter alone. In Ireland livings were attached to the deanery and to the chapter, and the mode of payment to the prebends was by the revenue derived from their livings. The whole amount of revenue belonging to the deans and chapters was £23,600; but the necessary expenditure to which this sum was applied was £21,400,—so that the surplus of £2,200 was all that was left for the deans and chapters. As to the amount of value of the other benefices in Ireland, returns had not been received from all benefices in Ireland, but only from the greater portion of them. The number of benefices in Irewas 1,401; of this number 1,149 had sent in returns; the amount taken at their value was £478,. The other 252, at the same average value would make £580,000, the whole revenue derived from the benefices of Ireland. Taking it at 600,0001. he thought that it would not be placed below its fair value. His statement was briefly this:--

Amount of the revenue of bishop's fees, £130,000 Revenue of deans and chapters, exclu-

sive of the livings held by them as

2.2000 Revenue of the other benefices in Ireland 600,000

Total revenues of the Irish church

He thought that all the revenues of the church of Ireland applicable to the support of the Ministers of that church did not exceed 800,000%. He thought the first claim on the property was that of the established church. He thought there were in Ireland, 200 livings of less than £ 100. The first fruits, have there. fore been applied, first to the repair of churches: these it is proposed to abolish; and to impose a tax on livings above £200, and a rate increasing with their income, which will go into a general fund. On the bishoprics the scale for the tax would be lower.

This might be said to attack vested interests, but he had reason to believe that the clergy would not be much opposed to it, and the church was required to

ne sacrifice.

A board of Commissioners would be proposed, to carry into execution the arrangements in temporali ties. This board, though consisting partly of clergy.

Church ease was to be immediately abolished.—
Church ease was to be immediately abolished.—
[Great cheering for several minutes!] This amounted by estimate to £70,000 annually; while the new arrangements would yield £60,000. The fund would be applied to various purposes, but under such re-striction, that Protestant churches would not be unnecessarily built.

Other measures were to be authorized, which tion of a very extraordinary nature. would not go into effect until the death of present in-Buckingham, both in love and politics, The revenues of the Primate of Ireland cumbents. amount to £14,500. This is to be reduced hereafter to 10.000. Deans and Chapters to be abolished. when not connected with duties, or else to be connected with duties.

There are 22 diocesses, which are too many, and might be reduced by ten; it was proposed to unite Dromore to Down and Connor; Clogher to Armagh; Raphoe to Derry, Elphin to Ardagh and Kilmore Clonfert to Killaloe; Killala to Tuam; Kildare to Dublin; Cork to Cloyne; Waterford to Cashel; and Ossory to Ferns.

The incomes would be reduced from £130.000 to

To remedy an evil arising out of bishops lea was proposed that every tenant should be enabled to demand from the Bishop a lease of his land in perpetuity at a fixed corn rent. [Hear, hear.] Now the value of such a lease, at a fixed corn rent, would be twenty years purchase instead of twelve and a half. But it was proposed that the bishop should grant leases in perpetuity at a corn rent on a tender of six years purchase being made to him. That would give the full advantage of any improvement which they

might effect in the value of the land, and also provide against any hazard from the bishop running his life against the tenant.

For enabling the government to subdue the disturbances in Ireland, the following is said to be the course that will be pursued:

"A law is to be introduced providing,-1. That in all capital cases connected with the existing disturbances, upon a suggestion specially to be defined, the venue may be laid in England.—2. That the Lord Lieutenant may, in certain described cases subject by proclamation any part of Ireland to martial law.—3. That in the disturbed districts of 1 reland, certain military tribunals shall be created for the trial of offences less than capital; these tribunals to be composed of a captain and four subaltern officers, to have power to pronounce sentence of transportation for life, to be carried into execution instanter upon conviction, and without appeal. The Catholic priests to be taken into the pay of the Government."

The excitement which prevailed in Paris in the first week in February, respecting political duels, had passed off-the wounded men all recovering. M. Carel, Editor of the National, had been able to go out, and his first visit was to his antagomst, M. Roux La borie, Editor of the Revenant, whom he had wounded. M. Nettement, Editor of the Quotidienne, had been wounded in a second duel-the original cause of offence, as before stated, was the scandal circulated respecting the alleged illness of the Duchess of Berri. The Editor of the Corsair, M. Brisault, who first put it in form, was called out and severely wound. ed by a partisan of the Duchess: before his recovery he was called on to fight a second time. M. Carel and his friends considering this as persecution, gave notice that any number of the partisans of legitimacy who were anxious for fight, might be accommodated at his office. A list of twenty-four was immediately carried to him, out of which he was asked to select an antagonist, and did so. Others followed; spectful passion. She certainly was not insensible when the government interposed, and declared its to love, and if she really caught the flame which she had herself lighted up, and that Buckingham purpose of punishing all parties engaged in such duels; and happily they had ceased.

[From Foreign Journals.] THE AIGULETS OF ANNE OF AUSTRIA. A SECRET ANECDOTE.

The annals of gallantry and even romantic fiction have opened few scenes more strangely magnificent than some of the incidents which mark the rapid but

Certain it is, when Villiers was on his short embassy in France, he dared to become an impassioned lover of Anne of Austria, the consort of Louis the Thirteenth. The mysterious interview in the garden at Amiens, is mystically revealed in the verses of Voiture, for poets are great tattlers in the history of The Queen, ever a refined coquette, love affairs. was herself seduced by Buckingham's personal fascination. Deeply enamored of the peerless English-

The rival of Buckingham, both in love and politics, the subdolous Richelieu, flattered his vengeance that, by a bold stroke, he would have been enabled to have exposed this testimony of the Queen's frailty to the eyes of the luckless monarch, who was already kindled by inextinguishable jealousies. Richelieu's extraordinary attempt seems to have led to circumstances on the part of Buckingham which may almost render the tale incredible; but when a minister of state degenerates into a romantic lover, and the honor of dame de ses pensées is in jeopardy, we must recollect that it requires little exertion to set in metion all the sources of power, and the whole machinery of the state. The particulars which we are about to relate are strange, but appear authentic; for they are confirmed by a positive assertion in the Memoirs of the Duke of Rochefoucauld. The romantic incident which has been preserved by a French manuscript, is not indeed to be found among the writers of secret memoirs in our own country, where indeed the se-cret must have been confined to the two personages, neither of whom would willingly have revealed it to the other; but this did not happen at the Court of the Louvre, where it not only excited a deeper interest than at the Court of St. James, but involved the fate, and baffled the designs, of the highest personages who were the actors in this little drama.

The French monarch had presented his Queen with an uncommon present, whose fashion and novelty at the time were considered as the most beautiful ornament worn. It was what the French term des ferrets d'aiguillettes de diamans,—aiguilets or points tagged with diamonds.

On the arrival of Buckingham, every day was a festival. Richelieu gave a magnificent entertain-ment at the gardens of Ruel, the most beautiful in France; the nobility prided themselves on their suppers, their balls, their concerts and their masquer-ades. Buckingham danced with all his peculiar graces; the Queen honored him as her partner in what is called a "counter dance," (or as we com-monly call it, a country dance.) "And in this En-glish dance, opportunities are continually occurring o approach one another, to give and to cross their hands, the eyes, the gestures, timidity or boldness, and a thousand indescribable things are too intelligible, though they pass amidst the silence in which such spectacles are performed, out of respect to the public." This Frenchman describes our obsolete country dances to have been as dangerous as were waltzes on their first introduction.

Richelieu was jealously watchful of what was passing; the Countess of Lanoy gave him an account of everything her prying eyes could discover. Un-der the specious title of Dame d'Honneur our Kings have tound means to place near their Queens a per-petual surveillance. But as the Superintendent of the Royal House has private entrées de cabinet at all times, which are not the privilege of the *Dames & Honneur*, Madame de Chevreuse passed whele hours alone with the Queen, and the Cardinal, however well informed of the exterior, was very little of what passed between the Queen and her friend. The French Minister pressed Buckingham to close the negotiation of the marriage of Henrietta, but Villiers had no desire to quit the French Court, always finding some occasion for delay. At length the ceremony was performed, with great splendor. In all that had hitherto passed, the Queen had received from Buckingham many proofs of his lively but redeparted with all the honorable treatment which a stranger can receive from a great Court, he was allowed to recross the seas without any other fruits of his love than that of having been listened to with favor.

There was one indiscretion which escaped from the Queen. On the evening of Buckingham's de-parture, she sent the Duke secretly by Madama de-Chevreuse, the gift she had received from her royal consort, the sigulets tagged with diamonds; and this splendid career of that famous Villiers, Duke of Buckingham, who was the idle minister of two monarchs, and the victim of favoritism.

present, which might have been considered a mark of the magnificence of the Queen, became, by the archs, and the victim of favoritism. of the magnificence of the Queen, became, by the circumstance of the gift, and the pleasure of the mystery, an act of delicate gallantry which charmed the English Duke, and sent him home a happy

During the journey of Buckingham, the Counter of Clarik, (probably the Countess of Carlisle, for Frenchmen generally spell our names by their ear, which is very bad,) somewhat in pique at what she had heard of the infidelity of her straying admirer, had found out a secret way to correspond with Richenan, she ventured to give an evidence of her devo. lieu, who on his part, had not omitted anything which

tended to inflame the English Countess. This great Minister was well known for multiplying all sorts of means to gain intelligence from all the Courts in Europe; his industry never slumbered, and his treasure was never spared. The present which the Queen had made of her aiguilets tagged with diamonds had not escaped the vigilant eyes of the Dame & Honneur and the secret had reached Richelieu. This Minister had long watched his opportunity to ruin the Queen in the mind of the King, over whom, indeed, he him-self exercised the greatest authority, but which some-times was balanced by the Queen. Richelieu wrote to the Countess of Clarik, desiring her to renew her intimacy with Buckingham, and if, in any of the approaching entertainments which would take place on his return, she should observe in his dress sigulets tagged with diamonds, that she would contrive to cut Buck. we or three, and despatch these to him. ingham was toe feeble to resist the studied seductions of his old friend; and the Countess found no difficulty in accomplishing her task. At a ball at Windson Castle, Buckingham appeared in a black velvet suit, with a gold embroidery; a scarf was flung over his shoulder, and from a knot of blue ribbons hung twelve aigulets tagged with diamonds, flaming their hues on the surface on which they played. When Buckingham had reitred from the ball, his valets de chambre perceived that two of the 12 aigulets were missing; and they convinced him that these had not been dropped by any accident, but had positively been cut off. There was something in his recollection of that evening, which bred a suspicion. He felt conscious that whoever had done this had some latent motive. The secret history of these diamoud aigulets could only be known to their wearer, yet, notwithstanding, and as it were by intuition, he thought that the honor of the royal giver might, in some mode or other, be concerned in possessing these twelve sigulets entire. He decided that, notwithstanding the artifice of the cunning purloiner, he would prevent any design, if there were any, of the enemies of the Queen that the number should not be diminished. With his extraordinary rapidity of conception, Buckingham struck out a gigantic acheme, which no one less than a Minister of State and the most romantice lover could have executed. Early in the morning, couriers were despatched to close the ports, and neither the packet boat with the mail, nor any vessel sailing for France suffered to At that moment, when the Rochellers were waiting for the promised reinforcements from England, an universal panic struck both nations. and war seemed on the point of declaration. However, this sudden cessation of national intercourse was only to gain a single day, that his celebrated jewel-ler might, at any cost, and with all his skill, procure aigulets tagged with diamonds of the same size and appearance of the remaining ten. What cannot such a man and such means effect? The work was finished; and on the following day France and England were at peace. The ports were re-opened, and Buckingham despatched a secret messenger to France, who conveyed the twelve aigulets tagged with diamonds to the hands of Madame de Chevrense. He acquainted her with his recent adventure and communicated his suspicions of the countess of Clerik, who was frequently by his side during the ball, and with whom he had danced. He requested the Queen would receive back what he himself valued most, lest any concealed mystery should prove prove ruinous to her quiet. The precaution was not prove ruinous to her quiet. The precaution was not useless; for as soon as Richelieu had received the two tags sent him by the Countess of Clarik, this Minister, who was trying to ruin the Queen in the King's favor, and the royal jealousy had already broken out on her intercourse with Buckingham, now hit on what he had concluded to be a certain triumph. He put it into the King's head to request Queen would dress herself more frequently with the diamond aigulets, for that he had been secretly informed that she had valued his present softightly as to have given it away, or had sold them, for that an English jeweller had offered to sell him two of

The blow aimed by Richelieu rebounded on him-self. The Queen, affecting no surprize, with appa-rent simplicity commanded instantly that her casket PAPER.

The Queen, affecting no surprize, with apparent simplicity commanded instantly that her casket should be brought, and opened by the King. He had the satisfaction of counting the twelve aigulets tagged with diamonds, and seeing the Queen more beautiful than ever by wearing the gift on that day. Her Majesty had also the satisfaction of learning that the King severely reprimanded Richelieu for his perpetual suspicions and his false intelligence; and Richelieu doubtless must have astonished the Countess of Clarik, by return of post, in expressing his indignation at being so inconceivably mystified.

PAPER.

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these aigulets.



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Having for the last two years made constant use of Mr. Young's "Patent Improved Compass," I can safely say I be lieve it to be much superior to any other lastrument of the kind, now in use, and as such most cheerfully recommend it to Engineers and Surveyors.

E. H. GILL, Civil Engineer.

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For a year past I have used instruments made by Mr. W. J.
Young, of "hiladelphia, in which he has combined the properties of a Theodolite with the common Level.

I consider these instruments admirably calculated for laying out Railroads, and can recommend them to the notice of Engineers as preferable to any others for that purpose.

HENRY R. CAMPBELL, Eng. Philad.,
ml 1y

Germant, and Norrist. Railroad.

IF GRACIE, PRIME & CO., 98 Broad street, have n hand the following Goods, which they offer for sale on the

most favorable terms, viz:

900 qr casks Marseilles Madeira, entitled to debenture
100 cases White Hermitage
80 do. Bordeaux Grave

o do, Boriesar Guar 2 cans Oil of Orango 5 canks French Madder, ESFF 2 do. do. SFF 10 do. Danish Smalts, FFFE; 30 do. Saxon do. 8 do. 5 mail do.; 30 kegs Tartaric Acid 00 kres Sainetre

8 do. Small do.; 20 kegs Tartaric Acid
200 kegs Saltpetre
200 bales superior quality Italian Hemp
200 tone Old Lead
300 barels Western Canal Flour
500 do. Richmond country do.
100 bales Florida Cotton; 20 do. Mexican do.
20 do. Sea island do.
200 do. Leghorn Rags, No 1.
100 do. Trieste do. SPF
100 do. do. do. FF
18 boxes Maraschino Cordials
250 lbs. Coney and Hares-back Weol, for Hatters
86 M. English Quills.
DRY GOODS—by the package.

90 M. English Quills.

DRY GOODS—by the package.

20 cases white and dark ground, fancy and full Chintz Prints, all new styles, received per Napoleon.

9 do. assorted colored Circassiane
18 do. to. do. Merinos
5 do. Italian Lustrings
10 do. 36 inch Cravus
10 do. Jet black Bombazines
8 do. Printed border Handkerchiefe
2 do. White Diamond Quiltings
2 do Furniture Diakles
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6 de Furniture Diakles

2000 pieces Engl. Brown Shirtings, 83 in.

entitled to deben-(ture.

METEOROLOGICAL RECORD FOR THE WEEK ENDING MONDAY, MARCH 25, 1833. KEPT IN THE CITY OF NEW-YORK.

[Communicated for the American Railroad Journal.]

: Date.	Hours.	Baro- meter.	Therm. ometer-	Winds.	Strength of Wind.	Clouds from what direction.	Weather and Remarks.
Tuesd. Mar. 19	6 a. m.	30.15	43	8W	light		cloudy
	10	i .161	47	8-W-88	۱ ۰۰ ۱		fair
	2 p. m.	.12	61	855E	••		—cloudy
•	6	-11	53	88E			rainy
•	10	.14	50	8E	—mod.		cloudy—rain
Wednesday, 20	6 a. m.				moderate	l l	rain
••	ן ענן	.13	49	NE by E-ESE	-light	į l	Circum and miles
	2 p. m.	.05		ESE-SE		ţ '	foggy and rainy
		29.98	48	82		(••
	10	.95				(11:12 G.
Thursday, 21	6 a. m.	.83	48	8SE	faint		thick fog
	10	.85		l - : 1	L:	98E	cloudy and foggy
1	2 p. m.	.80	59		moderate		cloudy—rainy
	6	.69		sw	light	8W	cloudy
	10	.65	53	1		••	fair
Friday, 25	6 a. m.	.69	47	sw-wsw			TRAIT .
. ••	100	أحدا		1		(wsw)	.1
	10	.71	54	WNW	moderate		—cloudy
_	1	ا۔۔ ا		1		(wbyn)	1
•	2 p. m.	.71			fr'h-mod.		cloudy—fair
	6	.74		w	moderate	w	fair
	10	.82		1		i .	clear
Saturday, 23		99		NW-W	faint	1	1
	10	30.04		88W	light	1	··
	≱ p. m.	04		88W6		1	1
		29.97		. 8		Į.	ļ ··
	10	.97		86W		1	1
Sunday, 24	4 6 a. m.	97	40				1
	100	1				(wsw)	Gir amallataine of sind from more
•	10	.94	50	88W88E	fa't-mod.	·	fair-small strips of cirri from wsw
	1	1	i	1	l .	(s)	
		1	1	1	. .	J (··)	
•	2 p. m.	87	56	SSE-SE	moderate	ગ }− }	hazy—cloudy
	l .	1	1 40	i	1	į ()	
	6	.78 .75	46	82	1	8	cloudy ·
	10	.75	44		light	1	••
	١.	l	40	i	1	(sbyw)	1
Monday, 2	5 6 a.m.	.61	1 42	N	1	1 3 }	
	1		1	1	1	(n)	la :
	10	.62	46	!			fair
	1_	1		1.	1 -	(www)	1
	2 p. m	57	7 57	n by w—nnw	v moderate		••
			1	1 .	1	(NNW)	1
	6	.60	53	и by w	light	NNW	
	10	.70	16				

Average temperature of the week, 49.54.

Sale of the widow Jessy Judah's Estate, March 26th, by JAMES BLEROKKE & SONS.

	- 1
House and lot corner of Hanover-square and Stone	
street, next door to the Gazette Office, 25x54	\$24,600
House and lot 58 Nassau street	6,750
Lot corner of Bowery and 2d street	5,500
Lot in 2d street, near the Rowery, 25x58	1,350
Do 25x57	1,350
Do 25x55,	1,993
Do 25x54	1,220
Do 24x34	1,035
Do 95x33	874
Do 25x30	730
Do 95x29	6.0
Do 95x98	640
Do 95x96	640
Do 25x25	590
Do 25x24	500
Nine lots opposite, each 99 to 57 feet, 25 ft front, each	810
1 lot corner 2d Avenue and 2d street, 16x100	2,000
1 lot, opposite corner, 20x100	2,150
1 lot adjoining	1,925
Corner 1st Avenue and 2d street, 25x90	2,150
1 adjoining, 25x95	1,775
1 do 25x100	1,825
1 do do	2,000
	1,450
1 do 12x132	10:25
I gore, 1:3130.	10.20
2 meadow lots, each \$40	160
4 do do opposite, encli \$40	104
2 do do on 7th street, each \$52	101

MARRIAGES.

On Monday evening, by the Rev. Mr. White, Dr. CHARLES WILCONSON, to Miss JAHR BROWN, all of this city.

DEATHS.

On Friday mersing, 23d instant, Robert William, son of the late John Sharp, in the 23th year of his age.

On Monday morning, March 25th, of consumption, Racharl, wrife of Mr. Thomas Dunkin, (of the firm of T. & J. Dunkin,) in the 31st year of her age.

This morning, after a short and severe illness, Mr. Nathaniel Fowler, aged 30 years.

At Charleston, on the 19th instant, William Calder, Esq. of New-York.

YOWLER, agree or At Charleston, on the 19th instant, WILLIAM CARDAN, At Charleston, on the 19th instant, WILLIAM CARDAN, of New-York.

At Newburgh, on the 20th inst. in the 75th year of her age, Mrs. Marearer Galatta, daughter of the late Cadwallader Colden, Esq. of Coldenham.

At Bristol, (Fa.) on Tuesday last, (19th inst.) after a very prouracted thness, Mary, daughter of the late Major Fairtie, and wife of Thomas A. Cooper, Tragedian.

The pride and delight of her own circle, and the admired of every other, the subject of the above notice was one of the few exceptions to the general law, by which a female loses in interest what she gains in notoriety; and the witty and graceful, the beautiful and accomplished young creature, who was the heroise of some of the happiest papers in Salmaguanti, became, as a wife and a mother, all that can engage estem in those characters; while her rare intellectual endowments, her admirable disposition, and acknowledged worth, contributed no less than

her fascinating manners, to secure her through the remainder of her life, the attachment of the many whose warm friendship cheered and solaced many a painful scene, until its close. H. REPORT OF DEATHS—WEEK ENDING SATURDAY, MARCE 22.

Between the ages of 90 and 100—0 1 50 and 60—3 1 10 and 90—4 80 and 90—1 40 and 50—11 5 and 10—1 70 and 80—2 30 and 40—18 2 and 5—6 80 and 70—6 90 and 30—13 1 and 5—6 Of and under one year 90—704—1 1 20

Dise	1568.
Apoplexy 9	Inflammation of chest
Burned or scalded 1	Intemperance
Cancer 1	Marasmus
Childbed 1	Menales
Consumption20	Old age
Convulsions11	Periphuemony
Diarrhœa1	Pleurisy
Dropsy 2	Pneumonia typhodes
Dropsy in the head 2	Spagnis
Drowned	Sprue
Erysipelas 2	
Fever 2	Suicide
Fever, scarlet 1	Tabes mesenterica
Hives or croup 8	
Inflammation of bowels 4	Unknown
Inflammation of brain 4	
	TEPHENS, City Inspector.
льзі. D. 6	LEI HEATS, Ony Impector.

PATENT RAILROAD, SHIP AND BOAT SPIKES THE TROY IRON AND NAIL FACTORY Keep constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (es well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market

a Patent,) are found superior to any ever offered in market.
RAILROAD COMPANIES may be supplied with Spikes
having countersink heads suitable to the holes in iron rails,
to any amount and on short notice. Almost all the Railroads now in progress in the United States are fastened with
Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more
than double any common spikes made by the hammer.

27 All orders directed to the Agent, Troy, N. Y., will
be attracted to

be punctually attended to.

HENRY BURDEN, Agent. Troy, N. Y., July, 1831.

Troy, N. Y., July, 1831.

3° Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 222 Water-street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Deckand & Smith, Boston.

P. S. Railroad Companies would do well to forward their orders as early as practical, as the subscriber is desirents of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

H. BURDEN.

H. BURDEN.

The following gentlemen have con ed to act as Agents for this Journal; also, for the NEW-YORK FARMER AND AMERICAN GAR-DENER'S MAGAZINE—the MECHANICS' MAGA-ZINE—and the AMERICAN PLOUGH-BOY:

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Edward Smith.

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Saxonville—James Darling.

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Killingworth, Conn.—Friend Whittlesey.
Pawtucket, R. I.—J. McIntyre. Providence—Martin Robinson.
Morristown, N. J.—C. Robbins, Esq.
Freehold, N. J.—Messrs. Bartleson, Editors

Inquirer.

Inquirer.

Honesdale, Pa.—A. G. Dimock.

Baltimore, Md.—Britain Chase at the Railroad Company's Office.)

Washington, D. C.—Benj. Homans.

Fredericksburg, Va.—W. Battail.

New-Baltimore, Va.—T. H. Hampton.

Dansville, Va.—Editors of the Reporter.

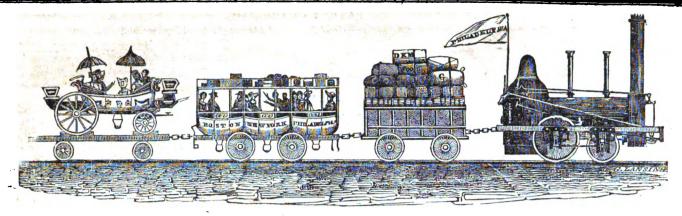
Kingston, Upper Canada—N. Palmer.

NEW.YORK AMERICAN, Tri-Weekly, Volume 2d.—The Tri-Weekly American contains the same that is given in the Daily paper, and differs from it only in being published every other, instead of every dey. This is the only Tri-Weekly paper published in New-Yerk. It is a very convenient medium of intelligence, at a very cheap rate, for Gentlemen in the country, who wish not only to read the news of the day, but also to learn wha is doing in the business community. In the Tri-Weekly, as well as in the Daily New-York American, will be found, in addition to the news and advertisements of the day, an extensive Marine List, Sales of Stocks and of Real Estate, Prices Current, and Bank Note Table,—and all for the moderate price of fice dollars a-year, in advance, or just one half the price of a daily paper, as well as of the postage. Although it contains as much reading and advertising as the daily paper, the advertisements are not so offen published in it as in the daily, which enables us to give all the reading matter of the Daily.

Terms, five dollars per year, in advance.

Terms, FIVE DOLLARS per year, in advance. Published at 35 Wall street, New-York, by D. K. MINOR.





AMERICAN RAILROAD JOURNAL, ADVOCATE

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

D. K. MINOR, EDITOR.]

SATURDAY, APRIL 6, 1833.

[VOLUME II.-No. 14]

CONTENTS:

Advert Meteorological Tables; Deaths, &c.....

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, APRIL 6, 1833.

It will be recollected by our readers that we gave, some time since, a partial description of a newly invented Rail, called the "New-York Patent GUARD RAIL," invented by a gentleman of this city, which we believed would prove an important acquisition to those interested in the construction of Railroads. We are now permitted by this route, as surveyed, is about forty-five by the Patentee, R. BULKLEY, Esq. to give in this number of the Journal, a more particular account of it, and we would call the attention of those of our readers to it who are familiar with such subjects, requesting them to give us their views and opinion of its utility. From our limited acquaintance with the practical application of such inventions, we do not speak with great confidence, but from the specimens of this Rail examined by us, and be of immense importance. the favorable opinions expressed by distinguish- curred through a want of them, by some of our ed Engineers, we have no doubt of its great utility, as tending to economy in constructing, and safety in using, Railroads; and we trust. therefore, that the inventor will realize a liberal reward for his services.

RAY DE CHAUMONT, of Jefferson county, with an | dence River, as is well known, being generally interesting letter from EDMUND S. COXE, Esq., closed a part of the winter. of Philadelphia, together with the three last an-Pennsylvania, from which we shall be able to give, in a subsequent number, an interesting dent that the construction of this road will very history and account of the progress and present condition of the internal improvements of that state.

number of the Journal, but, as it relates to public improvements in which all are interested, we are desirous to lay it before our readers.

The following remarks concerning the Charters of the New-York, Providence and Boston, and the New-York and Stonington Railroad Companies, are published for the information of those who may feel an interest in the subect.

Said Charters are from the States of Rhode Island and Connecticut, and grant to sundry persons permission to construct a Railroad from Providence to Stonington, on Long Island Sound, with such branches to the waters of Narraganset Bay, Factory Villages, and such other places, as the proprietors may deem ex-pedient. It will be perceived, upon a perusal of the Charters, that they are unusually liberal; the grant is perpetual, without any reserve of power by the States, and exclusive to this Company, for thirty years, from the time the road

s open for use.
The distance from Stonington to Providence miles, and between thirty-five and forty miles less than by the present route of the steamboats. The road will pass in the vicinity of about fifty large manufacturing establishments, a number of thriving villages, and over a very level country, in no case requiring stationary power, or deep cutting and embankments, with a soil ex tremely well adapted to the grading of the road and granite in abundance for the foundations.

These advantages all must acknowledge to The expense in-Railroads, has excited a serious objection in the minds of many against Railroads generally. This road is intended as a continuation of the Boston and Providence Railroad, and was suggested with a view to increase the facilities of communication between Boston, Providence, and New-York, and that the termination of the Railroad might be at a Point where the naviga-We have been politely furnished by Mr. LE tion might be unobstructed by the ice: Provi

is rendered safe for vessels of every description, in the most boisterous weather. It must be evigreatly enhance the value of the stock of the Boston and Providence Road, and the completion of that road is also of importance to the value of this.

We owe an apology to both gentlemen for In the opinion of experienced engineers, the ton Adv.

publishing the letter which will be found in this, whole road, with the necessary turn outs, toll houses, engines, cars, &c., &c., can be finished and in operation for considerably less than the capital stock of the company, and there is no doubt in the minds of those acquainted with the subject, that when the whole line of road between Boston and Stonington shall be complete, passengers will regularly be transported from New-York to Boston in twelve hours, and of course, by daylight, most of the year.

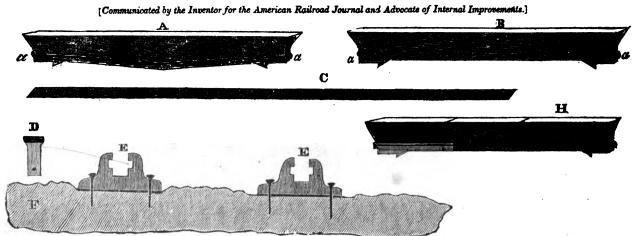
The present amount of passage and trans-portation is sufficient to yield a handsome inteest to the proprietors, but when it is considered with how much ease passengers may then pass between the different cities, avoiding the unpleasant circumstances usually attending a passage round Point Judith, is it not perfectly reasonable to calculate upon a very great increase of passengers, in addition to the present annual increase, which is at least 25 per cent.? and when merchandise can be transported between New-York, Providence and Boston, in so short a period, with so much certainty as to the time of its delivery, at so small an expense, and with so great a saving of insurance and interest, as will be the ease when this whole line of communication shall be completed, it must be evident that a very large proportion of the goods now carried in packets will then be transported by this route.

When it is considered that this route is already one of the greatest thoroughfares in the United States, that the travelling is progressively and rapidly increasing, in connection with the fact, that the proposed Railroad will greatly shorten the distance, and materially improve the means of conveyance, the stock of this road certainly presents an opportunity for a very profitable investment—second, probably, to no Railroad in this country.

RAILROAD.—It may be gratifying to distant stockholders to be informed that the Saratoga and Schenectady Railroad has experienced no serious injury from the frost of the past winter. Some of the embankments will require slight repairs, growing out of their freshness; but as soon as they shall become solid, we know of no reason why they should not remain so. Indeed, every appearance indicates that the annual repairs of the road will be unimportant, and much less than has been generally anticipated. -[Saratoga Sentinel.]

CHESAPEARE AND OHIO CANAL.—Five thousand men and boys, assisted by 850 horses, oxen and mules, and a weekly consumption of 9,000 lbs. of gunpowder, are now urging to a completion 102 miles of the Chesapeake and Ohio Canal. Sixty-four miles are to be in use on the 1st of June, and 102 miles on the 5th of October next .- [Bos-

NEW-YORK PATENT GUARD RAIL.



above are not made by scale, but merely with

Cast Iron Rails.—In the first place, rails and munitions from place to place, in cases of
a view to represent the combination of wrought made entirely of cast metal are in Europe ob
invasion. and cast metal, as hereafter described.)

two rails with bevel joints.

sleepers; the ends of the rails to rest in the three feet apart; and wrought iron rails are, as thirds the usual number of sleepers or founda-

a rail with the cast iron part cracked at the lines the circumstance that "wrought metal is obdrawn across it, showing clearly that if a weight the cracks in the cast iron at the upper edge in damp situations."

would be pressed in a contracting position.

Wood Rails.—Wood rails, containing iron pound sledge, whereas, if a small wrought iron while the lower edge would be pressed in a displates, have, in this country, been observed so at its ends were to have a similar stroke from a tending position; yet it will appear evident that far to decay as to require renewing the fifth the cracks in the lower edge could not open year after being laid down. This rapid decay sledge applied upon it, (if the iron were good,) it until the wrought iron rod at foot should be may be accounted for from the circumstance would, instead of being broken, cause the sledge drawn apart endwise: the wrought iron rod, that, ordinarily, rails for railroads require to be being riveted at each end, secures the segments of cast iron, on the same principle as an arch are exposed at the very line where wood is the composed of segments is secured by its abutmost rapid in decay: as for instance, a conments. "Guard Rails," however, in use, conmon fence post will rot quite off at the surface taining a rod of malleable iron from end to end, of the earth, while the parts above and below

The newly invented METALIC RAIL, for rail-roads, called the "New-York Patent Guard Rail," for which the Patent right has been secured in the United States and in Europe. Guard Rail is constructed on an entirely new principle, being by combination in the process of manufacture, of two kinds of metal, namely, wrought iron and cast iron; so applied, that each rail combines within itself the principle of an arch; consequently they can be made of any required strength; Guard Rails of six, eight, or ten feet in length, resting their ends only on sleepers, may be made to sustain safely even cracked in many places: they are already made

nd cast metal, as hereafter described.) served to be unsafe, from their liability to break C is intended to represent the upper edge of when affected by frost, as also by concussion.

chairs are to have corresponding notches, so stated from practical results in England, "obas to receive keys applied horizontally." F represents a rough wood or stone cross sleeper, squared only at spaces sufficiently large to fit the chairs E E.

served to require renewing after about international i H. With a view to illustrate the principal of upper surfaces, and at length causes those surthe arch more clearly, the rail at H represents faces to break up in scales;" and partly from served to decay and become weakened in crusts

scription of improvement seems to merit.

wrought iron, or entirely from cast iron, as treme parts of the United States, seems to be A and B represent side views, with the upper edge of rails of cast metal, with a wrought iron, or enursy from cast from, as treme parts of the United States, seems to be appears from recent publications, predicated prevalent: such an intercourse upon permanent upon practical results in Europe, and in this railroads would probably not be confined to iron rod incased from end to end, and riveted country, preclude the possibility of laying down at each end as at a a. (Rails on this principle a permanent railroad with those descriptions ing in a national point of view, as affording a probably and the of rails.

The primary advantages, therefore, resulting hen affected by frost, as also by concussion. If on this discovery, as pertaining to the "Guard Wrought Iron Rails.—Rails made entirely Rail," are great strength—permanency—and ac-D, sectional view of the rail.

E E represent a sectional view of cast iron rail, require the great expense of being supchairs, as secured upon wood or stone cross ported by sleepers at short intervals, say about occasioned by the dispensing with half or twotions; and consequently the great saving of time necessary for constructing railroads, and render-

for safety and permanency, not only great strength is required, but strength of a peculiar description: as for instance, if a rail were made entirely of cast iron, sufficiently strong to sustain say ev were applied upon the upper edge of the rail, of rust, when laid near the surface of the earth ten tons weight, by gradual pressure, it could the cracks in the cast iron at the upper edge in damp situations." laid near the surface of the earth, consequently by this improvement are united in the construction of metalic rails, so as to produce perhaps four-fold of that description of strength necesses in making safe and permanent rails, than could be produced from either kind of metal, if used setaining a rod of matteacte from from end to end, through the lower edge, will not be liable to the crack even with much greater weight than is usually applied upon railroads.

The newly invented Metalic Rail, for rail-roads, called the "New-York Patent Guard absorb and retain an increased quantity of bar is to be placed within the mould, and secured absorb and retain an increased quantity of bar is to be placed within the mould, and secured by the section of wheels passing over it, drawn from the mould, a wrought iron rod or absorb and retain an increased quantity of bar is to be placed within the mould, and secured by the section of wheels passing over it, and the secured by the section of the earth, while the parts above and octood to produce from end to metal, it will be parted from and dimensions, are to be applied in sand moulds for casting, and after the pattern is with-rendering it of a spongy nature, so that it will absorb and retain an increased quantity of bar is to be placed within the mould, and secured by the section of the secured by the secure is to be placed within the mould, and secured by the secure is to be placed within the mould, and secured by the secure is to be placed within the mould, and secured by the secure is to be placed within the mould, and secured by the secure is to be placed within the mould, and secured by the secure is to be placed within the mould, and secured by the secure is the secure in the se absorb and retain an increased quantity of water, and being at the same time shielded from the ordinary process of evaporation, by its iron plate, forms an additional cause of its rapid decay. That description of rails, therefore, would be but temporary, as if used on long lines, the rails first laid down would probably be in a decayed state before the completion of the entire line, so as to require to be broken up in places; constantly undergoing intended, however, to dispense with much of the repairs, and never so far in a finished state as to insure its uninterrupted use; and consequently not calculated to secure that degree of upper edge, and for the ends of the rail; by which ten or twenty tons to the wheel, if necessary, quently not calculated to secure that degree of upper edge, and for the ends of the rail; by which and remain fit for use, even if the cast iron part confidence to stockolders, and to dealers in rail-the upper edge will be of an increased hardness, of the rail should, from any cause, become road stocks, which the importance of that de-and consequently less liable to wear from the action of wheels.

eracked in many places: they are already made in this city of eight feet in length, upon which ten tons have been applied, without affecting the rail; whereas two and a half tons to the wheel are probably as great a weight as will ordinarily be required upon railroads.

It will appear evident from the following facts, and from the following reasons, that the manifest defects, in regard to permanency, in all descriptions of rails, manufactured entirely from



those remarks, as resulting from a particular remainstation of rails in full size for use by those entlemen, as it seems difficult in writing a brief entlemen, as it seems difficult in writing a brief with the paving stones; so that carriages and carts can turn upon them, and pass over them carts can turn upon them, and pass over them est rail that has ever been invented." I allude ons who have not an opportunity of examining be rail itself.

I have alluded to the fact, that each rail made a this principle becomes within itself secured on he principle of an arch: as for instance, the up-er edge of the rail in principle forms the arch he wrought rod being in the lower edge of the ail, extending from end to end, and riveted at ach end, forms, as it were, the abutments, so hat a weight upon the top of the rail would have tendency to force the particles composing the pper edge of the rail in a contracting position, and a tendency to force the particles composing the lower edge of the rail in a distending position, so that if a rail were to break, it becomes vident that the fissure must commence at the moer edge of the rail: and it is also evident, that p fissure can commence in the lower edge withat first drawing the wrought iron rod apart endpies; and if a wrought iron rod, of say one inch a diameter, be applied, of good iron, it will re-pire a distending force of some thirty or fifty ons to draw it apart. In some instances I have and a small rod applied in the upper edge of the mil: it, however, does not add to the main trength of the rail; it has the effect merely of eeping the sections of cast iron in place, if from ny cause the cast iron part of the rail should beome cracked, as rails made on this principle may e retained in use even after the cast iron part of the rail becomes cracked in many places; the egments of cast iron being secured at foot by the prought iron rod, on the same principle that the egments of an arch are secured by its abutments. See Plate annexed.) I have rails with the cast

y exr ; therefore there is probably no good tase supposing, but that rails made on this minerage will last fifty or even a hundred years,

r more. SAVING OF CAPITAL: The saving of capital still greatly depend on the length of the rail used. I may be used of sufficient length to save the expense of one-half or two-thirds of the usual number of foundations or sleepers. This part of be saving, therefore, may be calculated on that rinciple, depending on the cost of sleepers in dif-terent situations; and as a further advantage, then dispensing with so great a proportion of bundations or sleepers, railroads can be completed and analysis of the state of the s Neted and rendered productive in a proportion-ily less time. Rails may be made on this prin-

is the requiring sleepers, say, six to ten feet apart.

I have already alluded to rails now cast in this ity of eight feet in length, upon which ten tons were applied at a single bearing without affecting the rail: these rails weighed twenty pounds o the running foot; they may, however, be made sufficient strength with less weight of metal; and from the fact that cast iron in England is mly £4 per ton, it is presumed that rails can be rocured in England at about £5 10 per ton of 240 pounds, and can with necessary fastenings imported free of duty.

of a profit on their original cost; whereas rails, which are in their nature of decaying substances fer process of decay, sink the capital originally

Avested in them.
Use in Winter: These Guard Rails, being Ecured in cast iron chairs, may be elevated, the per edge several inches above the surface, so hat by the use of a snow plough to pass upon the edge of the rail they may be used in winter be edge of the rail they may be used in winter be edge of the rail they may be used in winter be well as in summer.

Size of boats, from 25 to 30 tons. Cost of canal, \$1,600,000.

"The Schuylkill Navigation Company."—
This is a series of canal and slackwater navigation and Norristown Railroad," which you gation; length, 108 miles; canal, 63 miles; must have noticed whilst here, commences at

with the paving stones; so that carriages and the head waters, 2½ miles from Port Carbon, in Schuylkill county. The descent of the Schuylwithout any obstruction whatever; and further, inasmuch as these rails require cross sleepers, at distances only of six or eight feet, excavations may be made in streets, beneath the rails, for the laying or repairing of gas and water pipes, without injury to the railroad.

WOOD SLEEPERS: It being that wood is not rapid in decay, if placed entirely beneath the surface, it may, in situations where stone are not easily procured, be used with great advantage, and degree of permanency; inasmuch, as the chairs, when intended for wood sleepers, can be formed with so increased an elevation as to permit the wood sleepers to be placed entirely below the surface; and as such sleepers are to be applied crosswise the road, merely for the ends of the rails to rest upon, they may be applied in their original round state, except a small spot on the upper side, at each end, to be squared sufficiently large to fit the chairs upon, as represented at E E in the plate.

It having been matter of doubt whether cast iron chairs, so called, could be imported free of duty, I addressed a letter to the Hon. the Secretary of the Treasury, making an inquiry upon that point, and received an answer, from which the following quotation is an extract: "In reply I have to state that it has been decided that cast iron chairs or pedestals, with necessary fastenings for placing the iron rails thereon, are enti-tled to the benefit of the act of the 14th July, 1832, respecting railroad iron."

LATERAL PRESSURE: In the construction of "Guard Rails," special care has been taken to guard against the effects of lateral pressure, which is satisfactorily accomplished, as will fully appear on examination of rails now made

The annexed.) I have raise with the cast on part purposely cracked in several places, neerly with a view of testing their relative trength in that respect. (See Plate, letter H.)

Permanency: The wrought iron part of the Juard Rail being incased in cast iron cannot become weakened by corrosion, and experience has proved that cast iron is not greatly affected which also is necessary in order to give configure to give configure to the cast iron is not greatly affected which also is necessary in order to give configure to the cast iron is not greatly affected. which also is necessary in order to give confi-dence to stockholders and stock-dealers; their use in winter as well as in summer; saving of time in construction of railroads; but an actual saving of capital, to so great an extent that only a portion of this saving will be required for the patent right for using them.

> [Communicated for the American Railroad Journal.] PHILADELPHIA, March 5, 1833. To V. LE RAY DE CHAUMONT, ESQ., New-York:

My DEAR SIR,—I have delayed replying to your letter of the 2d of February, until I should be enabled to furnish you with the information you desire. I have just received from my friend W. C. Livingston, of the State Senate, the reports of our canal commissioners, for the years 1830-31-32, which you will receive with this letter. The extent, cost, and present condition letter. of our public works, are therein given, with much matter of detail. Independently of the State, numerous works, forming important links in the great system of communication, have been executed by chartered companies, viz. "The Union Canal," commences from the State canal at Middletown, on the Susquehannah, ten miles below Harrisburg, and passes through Dauphin, Lebanon, and Berks counand 18 feet wide, and 16 feet high, cut through cost, of the part in Pennsylvania, \$440,000; solid rock, perhaps the largest in the Union. whole line, about \$1,900,000. Full details may size of boats, from 25 to 30 tons. Cost of canal, \$1,600,000.

From Philadelphia there are several railways.

Use in Streets of Cities: These Guard | pool, 45 miles; commences at the dam of the water-works at Philadelphia, on the west side of the Schuylkill, and runs to Mill Creek, on expensive undertaking executed by individual effort in the Union. The lockage nearly equals the New-York Canal. Cost, about \$2,200,000. "The Central Railroad."—This road is in

progression, but not yet finished. Its object is to secure the trade of the north and west branches of the Susquehannah to Philadelphia, by a railroad from Pottsville, on the Schuylkill, to Danville, on the north branch of the Susquehannah with branches to Sunbury and Catawissa. Length, exclusive of branches, 41 miles; estimated expense, \$600,000; probable expense, \$1,000,000. The north and west branches wa-\$1,000,000. The north and west branches water near 14,000,000 acres, with a population of 500,000; and the annual tonnage descending, of all kinds of property, is estimated at 120,000 tons. By the Centre Railroad this large trade will have a direct route to Philadelphia, from the confluence of the two branches, at Sunbury, to Pottsville, and thence down the Schuylkill canal to the city. Girard subscribed \$300,000 to this road. Numerous railways of 5, 7, 9, and 12 miles, intersect Schuylkill county, running from the various coal mines to the Schuylkill. As they are not links in the general system, however, it is unnecessary to speak farther of them. There is one railroad, however, which, from its length and cost, and the probability of its being connected at some future day with the Susquehannah, at Catawissa, deserves notice in the general view.
"The Little Schuylkill Railroad" commences

at Tamaqua, near the head of Little Schuyl-kill, and runs a distance of 21 miles to Port Clinton, where it is connected with the Schuyl-kill canal. This road, at present, looks to coal for its support, and its cost has been nearly \$500,000, including grading for a double track.

"The Lehigh Coal and Navigation Company" have executed a noble work, commencing at Mauch Chunk, on the Lehigh, in Northampton county, and running to Easton, on the Delaware, where it is connected with the Morris canal to New-York, and State canal, along the Delaware, to tide water, at Bristol. Length, 461 miles; canal, 361 miles; pool, 10 miles; width of water line, 60 feet; bottom, 45 feet; depth, 5 feet; ascent, 364 feet; locks, 54 feet; dams, 9. Their great mine lying on the top of the Mauch Chunk mountain, a railroad of 9 miles, and single track, connects the mine with the canal. This company have expended in the improvement of their navigation upwards of \$2,000,000. By their charter, they are bound, within 6 years, to make a descending navigation from the great falls of the Lehigh, at Stoddartsville, to Mauch Chunk.

"The Nescopeck Canal."—The object of this canal is to unite the Susquehannah, at Berwick, through the valley of the Nescopeck, with the Lehigh, and thus bring the trade of the valley of the North Branch 50 miles nearer to Philadelphia. The route has been surveyed, but

ground not as yet broken. " The Delaware and Hudson Canal and Railroad"—though projected in Pennsylvania, is now principally owned in New-York. It com-mences at the Carbondale coal mines, on the The fact last alluded to is a very important ties, to Reading, on the Schuylkill, where it is mences at the Carbondale coal mines, on the ir relation to large investments of capital in connected with the Schuylkill canal. Length, Lackawana, in Luzerne county, Pa. and by a ails; these rails, imported free of duty, will at all 80 miles; width of water line, 36 feet; bottom, railway, 16½ miles, runs to Honesdale, on the imes have an intrinsic value, even if broken up, 24 feet; depth, 4 feet. A lockage of 519 feet is Lackawaxen, 3 miles from Bethany, the seat of overcome by 93 lift and 2 guard locks, 75 feet just ice of Wayne county, and thence by canal to in length and 8 feet 6 inches in breadth. On Carpenter's Point, on the Delaware, and thence this canal there is a tunnel 729 feet in length, across New-York to Kingston, on the Hudson.

mantown, to Norristown, on the Schuylkill, the road. from whence it is intended to extend rails to Reading, on the Schuylkill, and Allentown, on ics, that the friction of any part of a machine the Lehigh, and thence finally to Beaver Meais increased by loading that part with superfludow mines, 12 miles north of Mauch Chunk, ous work or contrivance. Let us apply this This road is in operation with locomotives as principle to the wheels in use. It is expected far as Germantown, and rapidly approaching its of a carriage wheel that it should traverse a completion to Norristown. Cost to Norristown line in the direction of the draft, and that it estimated at \$500,000. The part finished is should sustain at its fulcrum the load imposed laid with solid iron rails, resting on chairs, set in blocks of granite.

"The Columbian Railroad," from Philadelphia to Columbia, on the Susquehanna, is in operation for 21 miles. This being a state work, you will find full details in the reports

sent you.
"The Philadelphia and Trenton Railroad,"
to run on the west side of the Delaware, has

been surveyed, but not commenced as yet. "The Chesapeake and Delaware Canal."— With this great work you are, of course, familiar, and I only speak of it to claim it as the result of Pennsylvania enterprize and capital, though out of the limits of the state. canal, forming a sloop navigation between the Chesapeake and Delaware waters, cost the enormous sum of \$150,000 per mile, and has a deep cut of 4 miles through the dividing ridge of the two bays. The summit of the ridge has been excavated to a depth at the apex of 76 feet, the greatest depth of excavation on any navigable canal in the world.

I have thus endeavored to give you a general view of those works executed by individual enterprize, which may be considered as forming essential features of the general system. have omitted noticing several works of an inferior and unconnected character, and several projected undertakings, of which the execution is at present very doubtful. Full and accurate statements of the works executed, executing, and projected, may be obtained by consulting Hazard's Register of Pennsylvania, from 1828, a work published here in sheets weekly, forming two volumes to the year, and to be had, I suppose, in New-York, bound, as it may be here. You say, "there is less information as to our internal improvements than, perhaps, as to any State in the Union; and yet Pennsylva-nia deserves a conspicuous place." My dear sir, Pennsylvania deserves the first place. She has, on canals, railways, rivers, turnpikes, and bridges, &c. exclusive of sums laid out by counties, on roads, bridges, &c. and of expenses before 1791, expended, in 4) years, from 1791 to 1833, the enormous sum of \$36,000,-000, and will shortly have about one thousand miles of canal and railroad traversing her territory in all directions. It can be demonstrated that she not only was the pioneer, but that she has expended several millions more than any two States in the Union, for internal improve-Very faithfully, yours, Edmund S. Coxe. ments.

[From the Daily Troy Press.]

WEAR OF ROADS.—Improvements in the form and motion of wheel carriages have been very great for the last quarter of a century. In these particulars this branch of the arts has kept pace with other improvements of the age: but in the important particular of diminishing draft, and the friction and wear that carriage wheels occasion to the surface of roads, but little has been done-no more, in short, than what is caused by a combination of greater strength, with less actual weight, of material. Some improvement is doubtless attributable to the in-troduction of the metallic pipe box, in lessening friction at the hub; but after all, it may be questioned, whether in the aggregate the alterations that have been made in the construction of the axle and wheel in modern carriages

Green and Ninth street, and runs through Ger-||which affects the draft—the latter only affects ||ty-six miles; and the extent now under co

It is a well understood principle in mechanshould sustain at its fulcrum the load imposed These two are the only legitimate ofupon it. fices of a carriage wheel; these are all that are class are the Williamsport, and Elmira, and attained, and all that, with an eye to utility, can lipsburg, and Juniata Railroads," the York be required. All work, therefore, bestowed upon a wheel, for other purposes except for vania. strength, beauty or finish, is superfluous

To cause a wheel to traverse a line in the direction of the draft, and to sustain at its fulcrum the load imposed upon it, and that too with the least possible friction to its own surfaces, and the surface of the road it traverses, is the end desired. To obtain it, the wheel and axle should be so constructed as to occasion no other pressure at the axle, or at the fulcrum, than a vertical one, and no other bearing by the wheel on the road than a vertical one—lateral pressure, and all pressure except in a perpendicular direction, is objectionable.

The reader cannot have failed to observe that in ordinary stage or waggon wheels that part of the axle which is inserted in the hub is bent downwards so as to incline the wheel from the body of the carriage, and hence it is apparent, that, in addition to the vertical, there is a lateral pressure also. The nave of the wheel must impinge upon the shoulder of the axle. This occasions friction at the nave, but it is very inconsiderable when compared with the friction thus produced at the circumference of the wheel and on the surface of the road.

A wheel so constructed as to stand in a position not perpendicular, but inclined to the horizon, will, when set in motion, (if not prevented) describe a curve. This perhaps has occur-red in the experience of all. Take a wheel, set it in motion by hand, as long as it retains a perfectly vertical position, so long it traverses a straight line in the direction propelled; but as soon as it begins to incline to the plane on which it moves, it describes a curve.

In short, the operation of a wheel in motion on an axis which inclines it to the right or left must be similar to the revolution of a cone. If the small end of a cone is made to describe as ong a line, or the same distance in every revolution as the large end, it can only be done by slipping or grinding along over the plane on which it moves. Similar, therefore, must be the operation of the wheels of a modern built carriage, each of which inclines from a true vertical position and sustains a pressure of 10 or 1200 lbs. The wheels, by their position on the axle, tend to move off in curve lines, and yet are compelled to traverse straight lines, which are tangents to their line of inclination-in other words, the line of direction which the wheels from their construction tend to run in, and the draft, are at variance, and the effect produced is, that much of the propelling power is lost or wasted in overcoming the tendency of the wheels to diverge from a straight line, besides a most injurious or grinding friction on the surface of the road. And this effect will be more or less embarrassing according to the width of the tire, but with either narrow or wide tire, it is plain that the friction must be immense. It is hardly matter of wonder therefore that even stone roads become pulverized and rutted, or that pavements are so frequently displaced and

The remedy for these evils will be a subject of remark hereafter. VERITAS.

RAILROADS IN NEW-YORK .- The Commercial have not rather increased than diminished the wear of roads.

Our objections lie against the form of the wheel and axle. There is no friction except at the centre and circumference of the wheel at the centre and circumference of the wheel at the centre and circumference of the wheel at the centre and circumference of the wheel at the centre and circumference of oblique reflects.

Kaliroads in New-York.—The Commercial a certain angular deviation, by means of value and certain angular deviation.

The commercial angular deviation and certain angular deviation and certain angular deviation.

The commercial angular deviation and certain angular deviation and certain angular deviation and certain angular deviation and certain angular deviation and certain angular deviation and certain angular deviation and certain a

or in progress, is 36 miles more.

RAILROADS IN PENNSYLVANIA. per furnishes a list of the railroads actually 6 ed or in rapid progress, in Pennsylvania. Some of the v merates 14 distinct charters. belonging to the state, and others to comp The total of railroad completed in that and now actually making, is 415} miles. Tare, exclusive of "several very important w which have been authorized by law, of

IMPORTANCE OF RAILROADS.—A manufactur from Manchester left home in the morning Liverpool, to buy cotton; having completed purchases, he found, on his return at noon, t his partner had made some large sales in his sence; and, after a short consultation, it wa termined that he should immediately go be Liverpool, and secure the remainder of the cel, which he did, and was at home again ea in the evening, having travelled a distance equ to one hundred and forty-four miles by the ten pike road, in twelve hours, besides trans important business .- [Miles on Railways.]

From the New-York Mechanics' Magazin

OF THE RAINBOW .- The phenomena da rainbow consists, as every person know two bows, or arches, stretching across the and tinged with all the colors of the principal rain spectrum. The internal or principal rain which is often seen without the other, has violet rays innermost, and the red rays of most. The external, or secondary rain which is much fainter than the other, has violet color outermost, and the red color is most. Sometimes supernumery bows are

accompanying the principal bows.

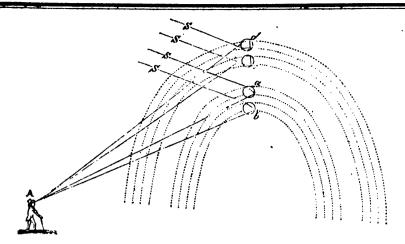
As the rainbow is never seen unless the sun shines, and when rain is falling, it been universally ascribed to the decomp of white light by the refraction of the drops 4 rain, and their reflection within the drops. I production of rainbows by the spray of water falls, or by drops of water scattered by a brue or syringe, is an experimental proof of the

origin.

Let an observer be placed with his backt the sun, and his eye directed through a show of rain to the part of the sky opposite to sun. As the drops of rain are spherical partie of water, they will reflect and refract the rays, according to the usual laws of refraction and reflection. Thus in the following figure where ssssrepresent the sun's rays, and A place of a spectator, in the centre of the t bows (the planes of which are supposed to perpendicular to his view), the drops a and produce part of the inner bow by two refractions and one reflection; and the drops c and desofthe exterior bow, by two refractions and reflection.

This holds good at whatever height the may chance to be in a shower of rain; if may chance to be in a snower or ram, and the rainbow must be low; if the sun be the rainbow is high: and if a shower happen in an a mountain. a vale when a spectator is on a mount often sees the bow completed to a circle be him. So in the spray of the sea, or a cast a circular rainbow is often seen; and it is the interposition of the earth that prevents cular spectrum from being seen at all in the eye being the vertex of a cone, whose (the bow) is in part cut off by the earth.

It is only necessary, for the formation or rainbow, that the sun should shine on a des cloud, or a shower of rain, in a proper situati or even on a number of minute drops of wat scattered by a brush or by a syringe, so that light may reach the eye after having unders a certain angular deviation, by means of vari



but when it first enters the drop, and is there|| Halos are frequently observed in other clireflected by its posterior surface, its deviation mates, as well as in the northern regions of the reflected by its posterior surface, its deviation mates, as well as in the northern regions of the never exceeds a certain angle, which depends globe, especially in the colder months, and in on the degree of refrangibility, and is, therefore, the light clouds which float in the highest regions of the air. The halos are usually attended by a horizontal white circle, with brighter spots, or parhelia, near their intersections with this circle, and with portions of inverted arches of various curvatures; the horizontal circle by a sometimes are their to represent the series of various curvatures; the horizontal circle which never enter the drops produce no other has also sometimes anthelia, or bright spots effect than to cause a brightness, or haziness, nearly opposite to the sun. These phenoround the sun where the reflection is the most mena have usually been vattributed to the oblique: those which are once reflected within effect of spherical particles of hail, each havwhich are twice reflected, the external or secondary rainbow, of 52°; and if the effect of the light, three times reflected, were sufficiently powerful, it would appear at the distance of about 42 degrees from the sun. The colors of both rainbows encroach considerably on each other; for each point of the sun may be considered as affording a distinct arch of each color, and the whole disc as producing an arch about thalf a degree in breadth, for each kind of light; so that the arrangement nearly resembles that of the common mixed spectrum.

determinate form, and floating with a certain constant obliquity to the horizon. But all these carbitrary suppositions, which were imagined by Huygens, are in themselves extremely complimore natural, as well as more accurate explanation, which was suggested at an earlier period by Mariotte, had long been wholly forgotten, till the same idea occurred to Dr. Young. The explanation given by the last mentioned philosophers is, that water has a tendency to congeal or crystallize in the form of a prism, and that of the common mixed spectrum. of the common mixed spectrum.

A lunar rainbow is much more rarely seen

The appearance of a rainbow may be problue, green, yellow, orange, and red, will suc-cessively appear. After this the colors will cessively appear. After this the colors will disappear, till the globe be raised to about fifty degrees, when they will again be seen, but in

In the highest northern latitudes, where the air is commonly loaded with frozen particles, the sun and moon usually appear surrounded

the drop exhibit the common internal or pri-ing a central opaque portion of a certain mary rainbow, at the distance of about 41 de-grees from the point opposite to the sun: those determinate form, and floating with a certain the rays of light passing through these prisms, (which are disposed in various positions,) by than a solar one; but its colors differ little, extheir own weight, are so refracted as to produce
the different appearances which halos and parhelia have been observed to assume.

The colors which these phenomena exhibit duced at any time, when the sun shines, as fol- are nearly the same as the rainbow, but less lows: opposite to a window, into which the sun distinct; the red being nearest to the luminary, shines, suspend a glass globe, filled with clear and the whole halo being very ill-defined on the water, in such a manner as to be able to raise exterior side. Sometimes the figures of halos it or lower it at pleasure, in order that the sun's rays may strike upon it. Raise the globe gradually, and whom it gets to the altitude of forth differences as nerson standing in a proper situation perganers which the flakes of snow assume a person standing in a proper situation. degrees, a person standing in a proper situation pearances which the flakes of snow assume be will perceive a purple color in the glass, and considered, there will be no reason to think upon raising it higher the other prismatic colors, them inadequate to the production of all these appearances.

That animal SPONTANEOUS COMBUSTION .bodies are liable to internal combustion is a an inverted order; the red appearing first, and fact which was well known to the ancients. the blue, or violet, last. Upon raising the globe Many cases which have been adduced as examto about 54°, the colors will totally vanish. ples of spontaneous combustion are merely held to the fire, the grass and the trees will becases of individuals who were highly susceptible of strong electrical excitation. In one of these cases, however, Peter Bovisteau asserts

This landscape will, at any time, exhibit the by halos, or colored circles, at the distances of that the sparks of fire thus produced reduced about 22 and 46 degrees from their centres. It ashes the hair of a young man; and John de Several new forms of halos and paraselenæ, or work mook mook, have been described by Captain las, physician to the Cardinal de Royas, Archiver gum mastic is to be dissolved in q. s. Ross and Captain Parry. And Captain Scores-bishop of Toledo, emitted by perspiration an by, in his account of the Arctic Regions, has inflammable matter of such a nature that, when delineated an immense number of particles of the ribbon she wore over her shift was taken

having often happened to persons who were great drinkers of wine and brandy. Ezekiel de Castro mentions the singular case of Alexandrinus Megeteus, a physician, from one of whose vertebrals there issued a fire which scorched the eyes of the beholders, and Kantius relates, that during the wars of Godfrey of Bologne, certain people of the territory of Nivers were burning with invisible fire, and that some of them cut off a foot or a hand where the burning began in order to arrest the calamity.

—[D. Brewster's Letters on Natural Magic.]

[From the Baltimore American.]

Fire Proof Roofs .- MESSRS. EDITORS: Will some one of your numerous subscribers acquainted in the premises, inform me, and. through me, the public, what is the original cost of a slate roof of given dimensions, and particularly, a comparison of the result with the cost of a pin shingle roof of corresponding dimensions. Also, how long these different kinds of roofs will last respectively, supposing no extraordinary accident occur to either. The object of these inquiries has relation to a measure now but promise agitated, of vital importance to the security of our city from fire. If a slate mof costs but a trifle more than a shingle one and answers all its purposes, and in a series of years is a great saving, to say nothing of the reduction of the premium on policies of insurance in such cases, there cannot be a doubt that our City Council, now in session, will inquire into the expediency of passing an ordinance forbidding the use of combustible roofs within certain limits in the city of Baltimore.

A communication from an experienced fireman on the subject would also be gratifying to the public. As the City Council will not be in session long, an early answer to the above inquires is expedient, and the writer hopes that no one, taking an interest in this matter and competent to do what is indicated in the interrogatories, will delay what is asked, upon the vulgar but too true maxim of experience, "that what is every body's business is no body's business. A PROPERTY HOLDER.

[We shall have great pleasure in inserting a reply to the above from any of our readers acquainted with the subject.—Ep. M. M.]

CHEMICAL AMUSEMENTS .- Sympathetic Ink. —Write with a diluted solution of muriate of copper, and the writing will be invisible when cold; but when held to the fire it will appear of a yellow color.

2. Write with a diluted solution of muriate or nitrate of cobalt, and the writing will be invisible; but, upon being held to the fire, it will appear perfectly distinct, and of a blue color; if the cobalt should be adulterated with iron, the writing will appear of a green color; when taken from the fire, the writing will again disappear. If a landscape be drawn and all finished with common colors, except the leaves of the trees, the grass and the sky, and the latter be finished with this sympathetic ink, and the two former with the adulterated solution just mentioned, the drawing will seem to be unfinished, and have a wintry appearance; but upon being

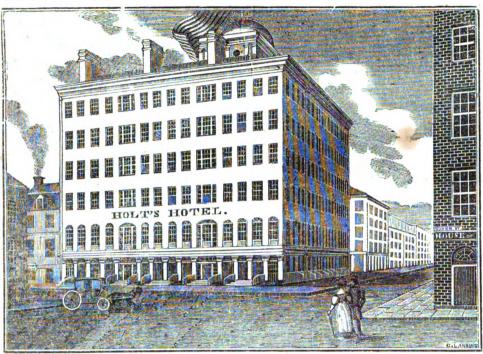
This landscape will, at any time, exhibit the

CEMENT FOR GLASS OR CHINA.—An ounce of pure gum mastic is to be dissolved in q. s. of well rectified alcohol, and the same quantity of ichthyocolla steeped in water till soft, and then dissolved in alcohol; these solutions are to be defineated an immense number of particles of snow, which assume the most beautiful and varied crystallizations, all depending more or less on six-sided combinations of minute particles of ice.

When particles of such forms are floating or descending in the air, there can be no difficulty in deriving from them those various and intricate forms which are occasionally met with ameng this class of phenomena.

Ithe ribbon she wore over her shift was taken from let, and expessed to the cold air, it instantly took fire and shot forth like grains of gunpowder. Peter Borelli has recorded a fact of the very same kind respecting a peasant whose linen took fire, whether it was laid up in a box when it is to be poured into a vial and kept well corked. When it is to be used, both the vial and the vessel to be mended are to be mended. The whole is now to be exposed to the cold air, it instantly took fire and expended a quarter of an ounce of gum amixed, and a quarter of an ounce of gum amixed, and a quarter of an ounce of gum amixed, and a quarter of an ounce of gum amixed, and a quarter of an ounce of gum amixed, and a quarter of an ounce of gum amixed, and a quarter of an ounce of gum amixed, and a quarter of an ounce of gum amixed, and a quarter of an ounce of gum amixed, and a quarter of an ounce of gum amixed, and a quarter of an ounce of gum amixed, and a quarter of an ounce of gum amixed, and a quarter of an ounce of gum amixed, and a quarter of an oun

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HOLT'S NEW HOTEL, NEW-YORK.

and Improvements.]

HOLT'S NEW HOTEL .- We have given on our first page a correct engraving of this splendid edifice, which was completed during the last year; and as it is one of the most prominent buildings in this city, we have selected it as the first of a series of views in New. York and its vicinity, which we purpose from time to time to present to our readers. Those who have only seen the outside, can form very little idea of the regularity and order which is observed in conducting the internal arrangements. The worthy host appears to have a place for every thing, and every thing in its place; it combines all the advantages of a hotel and boarding house, and to the casual visiter of this city, as well as to those whose ordinary occupations require them to locate in it, or its vicinity, it affords every advantage that could be desired Every delicacy can be obtained by, and every attention is paid to, the wishes of the guest.

As we conceive a detailed description o the

building may be interesting to our readers, we shall subjoin one we have been favored with from a source which, we are satisfied, cannot but be correct.

It stands on a base of 7 feet, with a foundation of 3 feet—the basement wall is 2 feet 6 inches, and all the main walls are 20 inches The basement and first story are of Hallowell granite-the five stories above, and the tower, of marble; and in order to add to the security of the building, all the main joints of the marble and granite are clamped together, and then made fast to iron straps or bars, which extend, some twenty, others thirty feet, into the partition or division walls, with anchors at the The corners are also secured by anchors or bars of iron in each direction, twelve feet in length. For the above purposes alone, ten tons of iron were used.

Three of the sides front on three different streets, viz.: Water street, Fulton street, and Pearl street. In the engraving affixed is a view of the front in Water street, and a side view of that in Fulton street. Its breadth in Water is 135 feet; and for convenience of arrangement, street is 85 feet 6 inches—in Fulton street 100 feet—and in Pearl street 76 feet 6 inches; the equal to any other edifice in this country. principal entrances are in Water street. In the relish room there can be found superior accommodation, on terms as reasonable as at any es-

tablishment in this city.

A great portion of the basement is devoted to cooking rooms and other necessary purposes. A great portion of the basement is devoted to cooking rooms and other necessary purposes. In the yard, under a platform, is a steam engine of 12 horse power, which is daily used to bore cially exhibit to our younger readers the value the engraving, on the right hand side of the

[From the Mechanics' Magazine and Register of Inventions][for pure water-already it has penetrated upwards of 500 feet into the earth; it is applied also to turning of spits-to grinding and cleaning knives; it abridges labor by carrying up the dishes, when cooked, to each story—the bag-gage also is in this manner conveyed to their several places of destination. On the Pearl street and Fulton street sides are several stores, which are let out for various purposes of trade.

In the 2d story will be found a dining room 100 feet in length, fronting Fulton street; the Water street side is a large room, in which there is daily a Public Ordinary, and to which resort many of the most respectable and influential men of the city. There are also other rooms used as parlors, with the privilege of a private staircase and a spacious Hall.

In the 3d story are apartments judiciously constructed for the use of families, consisting of elegant and pleasant sitting rooms, and one, two or more bed rooms, as may be necessary, with every convenience that can be desired.

parlors and bed rooms to suit the convenience of smaller families, and of travellers who wish to have private apartments. Three hundred persons may be accommodated with lodgings; and one thousand can sit at the different tables. at the same time.

On the roof, enclosed by a substantial iron the trifling sum of three shillings. railing, is a spacious promenade, for the convenience of visiters, which will accommodate 500 persons; when the weather permits, it commands a beautiful prospect of the surrounding country, and of the shipping in the river, and much amusement is afforded by witnessing the bustle below of arrivals and departures of steamoats and other conveyances.

In the attic story there is a saloon provided with refreshments of all kinds for the accommodation of visiters to the promenade. There re also separate bathing rooms.

The dome is built immediately over the base ment, and in it there is room for a full band of musicians.

The height of the building from the first floor is 135 feet; and for convenience of arrangement,

As this magnificent mansion has been reared by the persevering industry and economy of one individual, we think that a short account of his progress in life since his first arrival in this city cannot fail to be interesting, and it

of pursuing through life an undeviating cour of integrity and honor. It is by such a cours only that they can arrive at that high distinction which Mr. Holt has arrived at, viz. to be respected, and enjoy the good wishes of all that have the pleasure of knowing him.

Mr. Holt came to this city from Salem, Mass., about the year 1808, and for some time obtain-ed employment in the business to which he had been brought up, that of a cabinet-maker; he also opened a small store as a victualling-house, in the neighborhood of the Fly-Market, which was managed by Mrs. Holt, and received all that attention which is always bestowed by a clever and affectionate woman to the intere of her husband. He had a numerous young family, and was for a long period in such ill health, that he was eventually induced to leave the bench, and devote all his energies to improving his tayern, in which he succeeded to a very considerable extent.

In this establishment he continued until the

year 1814, when Mr. Holt, becoming attached to the commissariat department, (during the time of the location of troops upon the Harlson lines of the city defences,) opened a boardinghouse for the accommodation of the officers contiguous to their posts. Here he continued until the close of the war dispersed his friends. His old stand at Fly-Market being vacant, he again took possession of it, and contraced to give such general satisfaction to the o resorted to his house, that in a short under the necessity of enlarging h.s premises for their accommodation. Business still inereasing, and promising a still further increase, he was induced to take larger premises in Front street, situated between Burling slip and Fulton street. Before these were fit to receive his friends and the public, he found it indispensable to make considerable alterations-much more, indeed, than his own funds could accomplishbut in this respect he found no difficulty, for his persevering industry, integrity, and general habits of business and living, had not escaped the observation of many of his neighbors, and he readily obtained sufficient credit to enable him to open his new establishment. A very short time elapsed, after its completion, before Mr. Holt had to encounter the misfortune of being left destitute in the world. A carpenter's shop in the immediate vicinity of his house caught fire, which soon communicated to his premises, vo or more bed rooms, as may be necessary, and both were burnt to the ground. Mr. Holt's all was here consumed—absolutely without The 4th, 5th and 6th, are also divided into clothing, he and his family contrived to escape unhurt, but without the means of subsistence even for a single day. With great presence of mind Mrs. Holt had seized the drawer in which was contained the receipts of the previous day; but in the hurry of escaping from the flames, a false step was made, and all was lost, except

To be placed in such a situation with a young and numerous family, is enough to appal the stoutest heart, but in Mr. Holt it seemed only to rouse his energies, and stimulate him to fresh exertions. As might be expected, he had the sympathetic expressions of numerous friends, and a subscription was proposed to be raised in his behalf, but, with a spirit of independence, which cannot be too much admired, he firmly refused to avail himself of assistance by such

Although Mr. Holt was involved in debt, and it was well known that he was pennyless, he had no difficulty in obtaining another house in Fulton street; and that consistent character, which he had hitherto maintained, soon enabled him once more to open an establishment equal to the one he had previously occupied: here his old friends flocked around him, and a great ac-cession was made to them, from the peculiar circumstances of his situation being made generally known. From this period Mr. Holt's prosperity has steadily increased. In a very short time he was obliged to enlarge those pre-

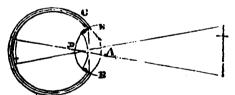
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plate, and where the words "Water street" are || cumference attached to the ciliary processes E: inserted.) He continued in active business in those establishments, until January in the present year, when the magnificent building which we have attempted to describe was opened to the public, by whom we have the satisfaction to state he has hitherto been liberally supported. There he now remains an example worthy the imitation of all, and we beg he will accept of our best wishes for his continued prosperity and happiness.

On the Human Eye—Description of its Struc-ture, Gc. [From Dr. Arnott's Elements of

The human eye is a globular chamber of the size of a large walnut, formed externally by a very tough membrane called, from its hardness, the sclerotic coat, in the front of which there is one round opening or window, named, because of its horny texture, the cornea. The chamber is lined with a finer membrane or webthe choroid, which, to ensure the internal dark ness of the place, is covered with a black paint, the pigmentum nigrum. This lining at the edge of the round window is bordered by a folded drapery—the ciliary processes, hidden from without by being behind the curious contractile window curtain, the iris, through the central opening of which, or pupil, the light enters. Immediately behind the pupil is suspended by attachments among the ciliary processes, the crystalline lens, a double convex most transparent body of considerable hardess, which so influences the light passing through it from external objects as to form most perfect images of these objects in the way already described, on the back wall of the eye, over which the optic nerve, then called the The eye reting, is spread as a second lining. is maintained in its globular condition by a watery liquid, which distends its external coverings, and which in the compartment before the lens, or the anterior chamber of the eye, being perfectly limpid, is called the aqueous humor, object, his mind is in truth only taking cogniand in the remainder or larger posterior chamber, being inclosed in a transparent spongy structure, so as to acquire somewhat of the appearance of melted glass, is called the vitreous humor.

The annexed figure represents an eye of the common dimensions, supposed to be cut



through the middle downwards. C is the outer or scleratic cost, known popularly, where most exposed in front, as the white of the eye. A is the transparent cornea joined to the edge sand twinkling stars, so that to an animalcule of the round opening of the sclerotic: it is supposed to be within and near the pupil, the more bulging than the sclerotic, or forms a portion of a smaller sphere than the general with all its glory. If the images in the human portion of a smaller sphere than the general eye-ball, so that while it may be truly called a bow window, it, or rather the convex surface of its contained water, is also a powerful lens for acting on the pencils of entering light. At B, and similarly all around the edge of the cornea, is attached the window curtain or iris, shown here edgeways, immersed in the aqueous humor, and hanging inwards from above and below towards its central opening or pupil, through which the rays of light are passing to The iris has in its structure two sets of fibres, the circular and the radiating, which cross and act in opposition to each other.

When the circular fibres contract, the pupil is lessened; when the radiating contract, it is enlarged: and the changes happen according to the intensity of light and the state of sensibility of the retina,—as may at any time be proved by closing the eye-lids for a moment to make then starting anew. I have invented the wards a strong light, to make it contract. Bewards a strong light, to make it contract. Be- in the accompanying sketch, whind the pupil is seen the lens D with its cir- my knowledge extends, is new.

it is more convex behind than before. The disease of the eye, called cataract, (from a Greek word implying obstruction,) is the circumstance of the lens becoming opaque, and the cure is to extract the lens entirely, or to de-press it to the bottom of the eye, and then to substitute for it externally a powerful artificial lens or spectacle-glass. The three lines, forming here the boundary of the eye, stand for its three coats, as they have been called, the strong sclerotic, and the double lining of the choroid and retina. The figure of a cross is repre sented upon the retina as formed by the light entering from the cross without, which cross has to appear here small and near, although supposed to be large and distant. of the cross is inverted, as explained for the camera obscura: but we shall learn below that the perception of an object may be equally distinct in whatever position the image be on the retina. It has been explained above, that a lens can form a perfect image of considerable extent only on a concave surface, and the retina is such a surface. The present diagram far-ther explains what is meant by the anterior and posterior chambers of the eye, viz. the compartments which are before and behind the crystalline lens D.

The nature of the eye as a camera obscura is beautifully exhibited by taking the eye of a recently killed bullock, and after carefully cutting away or thinning the outer coat of it behind, by going with it to a dark place and directing the pupil towards any brightly illuminated objects; then, through the semi-transparant retire left at the back of the eye, may be rent retina left at the back of the eye, may be seen a minute but perfect picture of all such objects—a picture, therefore, formed on the back of the little apartment or camera obscura, by the agency of the convex cornea and lens in front.

Understanding from all this, that when a man is engaged in what is called looking at an zance of the picture or impression made on his retina, it excites admiration in us to think of the exquisite delicacy of texture and of sensibility which the retina must possess, that there may be the perfect perception which really occurs of even the separate parts of the minute images there formed. A whole printed sheet of newspaper, for instance, may be represented on the retina on less surface than that of a finger nail, and yet, not only shall every word and letter be separately perceivable, but even any imperfection of a single letter. more wonderful still, when at night an eye is turned up to the blue vault of heaven, there is pourtrayed on the little concave of the retina the boundless concave of the sky, with every object in its just proportions. There a moon in beautiful miniature may be sailing among her white edged clouds, and surrounded by a thoueye be thus minute, what must they be in the little eye of a canary bird, or of another animal smaller still! How wonderful are the works of Nature!



Improvement in the Lathe, by which the work in hand may be examined without stopping. By J. WALKER. [From the London Mechanics' Magazine.]

In driving the foot lathe I have always found the hardest part of the labor to be the stopping occasionally to examine the work, and To obviate this difficulty I have invented the improvement represented in the accompanying sketch, which, as far as

P shows the poppet head with riggers; D the dividing plate, fixed on the mandril with a small collar betwixt it and the riggers; C a small clutch box; L the lever; R a small rod supported at the far end of the bed, connected to C. which enables the turner to throw the riggers out and in gear; allowing them to run loose upon the mandril, so that when examining your work the fly wheel may still go on.

If any of your readers are aware of any similar contrivance, I should be glad to be made acquainted with it, as I am about fitting up a new turning apparatus with the improvement just

On Heat-Its spreading by Conductionsult of Experiments on Metals, Glass, Earths, Wood, Air, &c.—Admirable Adaptation of the Substances which Nature has provided as Clothing for Inferior Animals to the Wants and Conveniences of Man, &c. [From Dr. Arnott's Elements of Physics.]

If one end of a rod of iron be held in the are, a hand grasping the other end soon feels the heat coming through it. Through a similar rod of glass the transmission is much slower, and through one of wood it is slower still. The hand would be burned by the iron before it felt warm in the wood, although the inner

end were blazing.

On the fact that different substances are permeable to heat, or have the property of conducting it, in different degrees, depend many interesting phenomena in nature and in the arts: hence it was important to ascertain the de-grees exactly, and to classify the substances. Various methods for this purpose have been adopted. For solids-similar rods of the difadopted. For source—similar road of the dif-ferent substances, after being thinly coated with wax, have been placed with their inferior extremities in hot oil, and then the comparative distances to which, in a given time, the wax was melted, furnished one set of indications of the comparative conducting powers: or, equal lengths of the different bare rods being left above the oil, and a small quantity of explosive powder being placed on the top of each, the comparative intervals of time claps. ing before the explosions gave another kind of measure: or, equal balls of different substances, with a central cavity in each to receive a thermometer, being heated to the same degree and then suspended in the air to cool, until the thermometer fell to a given point, gave still another list. A modification of the last method was adopted by Count Rumford to ascertain the relative degrees in which furs, feathers, and other materials used for clothing, conduct heat, or, which is the same thing, resist its passage. He covered the ball and stem of a thermometer with a certain thickness of the substance to be tried, by placing the thermo-meter in a large bulb and stem of glass, and then filling the interval between them with the substance; and, after heating this apparatus t a certain degree, by dipping it in liquid of the desired temperature, he surrounded it by ice and marked the comparative times required cool the thermometer a certain number of degrees. The figures following the names some of the substances in the subjoined lie mark the number of seconds required resp ively for cooling it 60°

These experiments have shown as a gene rule, that density in a body favors the pass of heat through it. The best conductors the metals, and then follow in succession mond, glass, stones, earths, woods, &c.

here noted :

Metals-silver, copper, gold, iron, lead. Diamond. Glass. Hard stones. Porous earths. Woods. Fats or thick oils. Snow. Air Sewing Silk

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Wood ashes

Charcoal -			-	-	937
Fine lint -	-	-	-	•	1,032
Cotton -		-	-	•	1,046
Lamp-black		-	-	-	1,117
Wool	•	-	-	-	1,118
Raw Silk	-	-	-		1,284
Beavers' fur		-	-	•	1,296
Eider down	-	-	-		1,305
Hares' fur	-	-	-	-	1,315

Air appears near the middle of the precedng list, but if its particles are not allowed to nove about among themselves so as to carry neat from one part to another, it conducts (in the manner of solids) so slowly that Count Rumford doubted whether it conducted at all. t is probably the worst conductor known, that s, the substance which when at rest impedes the passage of heat the most. To this fact seems to be owing in a considerable degree the with a force of attraction which immersion in water, or even being placed in the vacuum of an air pump, is insufficient to overcome.

While contemplating the facts recorded in he above table, one cannot but reflect how admirably adapted to their purposes the sub-stances are which nature has provided as clothng for the inferior animals; and which man afterwards accommodates with such curious urts to his peculiar wants. Animals required to be protected against the chills of night and he biting blasts of winter, and some of them which dwell among eternal ice, could not have which dwell among eternal ice, could not have ived at all but for a garment which might shut ip within it nearly all the heat which their vial functions produced. Now, any covering of a metallic or earthy or woody nature would have been far from sufficing; but out of a wondrous chemical union of carbon with the ioft ingredients of the atmosphere, those beautiful textures are produced called fur and feating of snow frequently preserves the covering e exact quantity that suits the climate and season, and which are reproduced when by any sccident they are partially destroyed. In warm limates the hairy coat of quadrupeds is com-paratively short and thin, as in the elephant, the monkey, the tropical sheep, &c. It is seen thicken with increasing latitude, furnishing he soft and abundant fleeces of the temperate ones; and towards the poles it is externally utiful and wonderful that writers on natutheology have often particularized it as one the most striking exemplifications of crea-wisdom. Feathers, like fur, appear in and quantity suited to particular climates seasons. The birds of cold regions have bring almost as bulky as their bodies, and if warm in those of them which live only in n the water-fowl it is warmer still. These have the interstices of the ordinary plufilled up by the still more delicate struc-called down, particularly on the breast in swimming first meets and divides the There are animals with warm which yet live very constantly immersed er, as the whale, seal, walrus, &c. Now r hair nor feathers, however oiled, would een a fit covering for them; but kind has prepared an equal protection in the hass of fat or thick oil which surrounds odies—substances which are scarcely eful to man than the furs and feathers animals.

slowly permeable to heat, and securing there-fore the temperature necessary to vegetable filling up the interval between. If a pipe, on

And while we admire what nature has thus done for animals and vegetables, let us not overlook her scarcely less remarkable provision of ice and snow, as winter clothing for the lakes and rivers, for our fields and gardens. Ice between which dry straw placed, or saw dust, the lakes and rivers, for our fields and gardens. Ice, as a protection to water and its inhabitants, carrying ice in summer, or intended to serve was considered in the explanation of why, al. as wine coolers, are made on the same princithough solid, it swims on water. We have now ||ple-viz. double vessels, with air or charcoal to remark that snow, which becomes as a pure filling the interval between them. A flannel white fleece to the earth, is a structure which resists the passage of heat nearly as much as laso the best means of keeping ice from melt-feathers. It, of course, can defend only from colds below 32° or the freezing point; but to coffee pots, &c. are made with wooden or ivodoes so most effectually, preserving the roots and seeds and tender plants during the severity of winter. When the green blade of wheat to touch them. and the beautiful snow-drop flower appear in spring rising through the melting snow, they have recently owed an important shelter to their wintry mantle. Under deep snow, while the thermometer in the air may be far below ing boiling water into such a vessel, the interpretation of the ground rarely received. remarkable non-conducting quality of perous and the beautiful snow-drop flower appear in spring rising through the melting snow, they nentous matter, powders, &c. which have recently owed an important shelter to nuch air in their structure, often adherent mains below the freezing point. Now this temperature, to persons some time accustomed to lit, is mild and even agreeable. It is much higher than what often prevails for long periods in the atmosphere of the centre and north of Europe. The Laplander, who during his the marble shelf too near it. The glass cylinhigher than what often prevails for long periods in the atmosphere of the centre and north of Europe. The Laplander, who during his long winter lives under ground, is glad to have additionally over head a thick covering of snow. Among the hills of the west and north of Britain, during the storms of winter, a house or covering of snow frequently preserves the lives of travellers, and even of whole flocks

iful textures are produced called fur and fea-her, so greatly adorning while they complete-the same all the world over. In many mines, y protect the wearers: textures, moreover, which grow from the bodies of the animals, in even although open to the air, the thermometer Thus also water in pipes two or three feet under ground does not freeze, although it may be frozen in all the smaller branches exposed above. Hence, again, springs never freeze, and therefore become remarkable features in a snow-covered country. The living water is seen issuing from the bowels of the earth, and running often a considerable way through same heat, it is in summer surrounded by warmer atmosphere and objects. In proportion as buildings are massive, they acquire more of those qualities which have now been noticed of our mother earth. Many of the gothic halls and cathedrals are cool in summer and warm in winter—as are also old fashioned houses or castles with thick walls and deep callars. Natural caves in the mountains or carror made by persons in estimating the temperature is caused to fall gradually. The temperature is caused to fall gradually.

lar kind.

When in the arts it is desired to prevent the

the contrary, be for the conveyance of steam or other warm fluid, the heat is retained, and covering keeps a man warm in winter—it is

be explained more fully in a subsequent page) der of an electrical machine will sometimes be broken by placing it near the fire, so that one side is heated while the other side receives a cold current of air approaching the fire from a door or window. A red hot rod of iron drawn along a pane of glass will divide it almost like a diamond knife. Even cast iron, as backs of grates, iron pots, &c. although conducting readily, is often, owing to its brittleness, cracked by unequal heating or cooling, as from pour-ing water on it when hot. Pouring cold water into a heated glass will produce a similar effect. Hence glass vessels intended to be exposed to strong heats and sudden changes, as retorts for distillation, flasks for boiling liquids, &c. are made very thin, that the heat may pervade them almost instantly and with impunity.

There is a toy called a Prince Rupert's Drop, which well illustrates our present subject. It is a lump of glass let fall while fused into water, and thereby suddenly cooled and solidified on the outside before the internal part is changed; then as this at last hardens and would contract, it is kept extended by the arch fringes of green, before the gripe of the frost of external crust, to which it coheres. Now if arrests it; while around it, as is well known a portion of the neck of the lump be broken off, in the arctic bear. In mphibious animals, which have to resist the other birds are wont to congregate. A spring a portion of the neck of the lump be broken off, to the sportsman, the snipes and wild duck and to the sportsman, the snipes and wild duck and to the sportsman, the snipes and wild duck and to the sportsman, the snipes and wild duck and to the sportsman, the snipes and wild duck and to the pirds are wont to congregate. A spring in a frozen pond or lake may cause the ice to be stance, the cohesion is destroyed, and the whole arrived plenteous clothing, but required also to be so thin over the part where it issues, that a skater arriving there will break through and be destroyed. The same spring water which silly through the air: both objects are separated by the beautiful structure of feathers, so summer, because, although always of the gripe of the frost of external crust, to which it coheres. Now it is well known a portion of the neck of the lump be broken off, or if other violence be done, which jars its substance, the cohesion is destroyed, and the whole arriving there will break through and be destroyed. The same spring water which is appears warm in winter is deemed cold in small bottle thus prepared, which bursts by a small bottle thus prepared, which bursts by a small bottle flump be done, which jars its substance, the cohesion is destroyed, and the whole arriving there will break through and be destroyed. The same spring water which is appears warm in winter is deemed cold in grain of sand falling into it. The process of external crust, to which it coheres. Now it is well known as portion of the neck of the neck of the neck of the neck of the reviellence be done, which jars its substance, the cohesion is destroyed, and the whole arriving there will break through and substance, the cohesion is destroyed, and the whole arriving there will break through and substance, the cohesion is destroyed, and the whole arriving the reviellence to the neck of the neck of the neck of the neck of the neck of t

error made by persons in estimating the tem-perature of bodies by the touch. In a room without a fire all the articles of furniture soon passage of heat out of or into any body or sit-acquire the same temperature; but if in winuation, a screen or covering of a slow conducting substance is employed. Thus, to prevent the heat of a smelting or other firmace from being wasted, it is lined with fire bricks, or is covered with clay and sand, or sometimes with in succession colder than the preceding. Now en a fit covering for them; but kind covered with clay and sand, or sometimes with as prepared an equal protection in the powdered charcoal. A furnace so guarded may be touched by the hand, even while containing dies—substances which are scarcely ful to man than the furs and feathers animals.

speaking of clothing, we may remark bark of trees is also a structure very covered with clay and sand, or sometimes with in succession colder than the preceding. Now the furnace so guarded may the truth being that all had the same temperature, only a temperature inferior to that of the living body, the best conductor, when in constant in pipes during the winter, by which cocurrence the pipes would be burst, it is common to cover them with straw ropes, or coarse bark of trees is also a structure very flannel, or to enclose them in a larger outer a hot house or in India, while the temperature

ould be felt in any of the substances : or lastwere the experiment made in a room here by any means the general temperature as raised considerably above blood heat, ien the carpet would be deemed considerably ie coolest instead of the warmest, and the ther things would appear hotter in the same rder in which they appeared colder in the winor room. Were a bunch of wool and a piece f iron exposed to the severest cold of Siberia, r of an artificial frigioric mixture, a man night touch the first with impunity (it would nerely be felt as rather cold); but if he grasped ossibly destroyed: were the two substances, n the contrary, transferred to an oven, and eated as far as the wool would bear, he might gain touch the wool with impunity (it would sen be felt as a little hot,) but the iron would urn his flesh. The author has entered a room there the temperature from hot air admitted ras sufficiently high to boil the fish, &c. of thich he afterwards partook at dinner; and breathed the air with very little uneasiness. le could bear to touch woollen cloth in this com, but no body more solid.

The foregoing considerations make manifest im as protection against the direct rays of the un: and while in England flannel is our warmst article of dress, yet we cannot more effect-ally preserve ice than by wrapping the vessel ontaining it in many folds of softest flannel.

In every case where a substance of different nperature from the living body touches it, thin surface of the substance immediately hares the heat of the bodily part touched— be hand generally; and while in a good conector, the heat so received quickly passes in-ards, or away from the surface, leaving this state to absorb more, in the tardy conductthe heat first received tarries at the surface, the consequently soon acquires nearly the temperature as the hand, and therefore, ver cold the interior of the substance may does not cause the sensation of cold. The on a good conductor has to warm it deepslow conductor it warms only superficial-The following cases farther illustrate the principle. If the ends of an iron poker ed in paper and then thrust into a fire, per on the wood will begin to burn immea plate of steel, and then a burning coal ced on each, the paper on the wood will to burn long before that on the plate. kplanation is, that the paper in contact good conductor loses to this so rapidly it received from the coal, that it remains almost immediately as hot as the coal. use water exposed to the air cannot beyond 212°, that it may be made to egg-shell or a vessel made of paper, a lamp, without the containing subing destroyed; but as soon as it is the paper will burn and the shell will d, as the solder of a common tinned his under the same circumstances. on why the hand judges a cold liquid such colder than a solid of the same re is, that, from the mobility of the among themselves, those in h the hand are constantly changing. on produced on the hand by very my is almost insufferable, because both a ready conductor and a livegetable structures, we learn, that all of them, is, if a finger held motionless in however complicated when made to undergo beld, it will feel colder still when the ordeal of heat in confined vessels, resolve the man in the air of a calm oxygen, hydrogen, carbon, and azote; the latter of the Nile. The deposit or mud gives an analysis nearly one half of argillaceous earth, one-fourth of carbonate of lime, and the remaining fourth of water, carbonate of magnesia and oxide of iron. It is used as the only manure to enrich those portions of the main in the air of a calm oxygen, hydrogen, carbon, and azote; the latter oppositions of the nile. The deposit or mud gives an analysis nearly one half of argillaceous earth, one-fourth of carbonate of lime, and the remaining fourth of water, carbonate of magnesia and oxide of iron. It is used as the only manure to enrich those portions of the mid-

f every thing around was 98°, viz. that of tion nearly so sharp as if with the same tem-being in such small quantity as to be barely so living body, then not the slightest difference perature there be wind. A finger held up in discoverable. These, again, by combining the wind discovers the direction in which the wind blows by the greater cold felt on one side; the effect being still more remarkable, if the finger is wetted. If a person in a room with a thermometer were with a fan or bellows to blow the air against it, he would not thereby lower it, because it had already the same temperature as the air, yet the air blown against trinsic worthlessness of some of those objects his own body/would appear colder than when he in colder than his body, in the instance of the substance under consimple one knows the enormous at rest, because, being colder than his body, the motion would supply heat-absorbing par-ticles more quickly. In like manner, if a fan or bellows were used against a thermometer me second, his hand would be frost bitten and hanging in a furnace or hot-house, the ther mometer would suffer no change, but the air moved by them against a person would be distressingly hot, like the blasting sirocco of the sandy deserts of Africa. If two similar pieces of ice be placed in a room somewhat warmer than ice, one of them may be made to melt much sooner than the other, by blowing on it with a bellows. The reason may here be readily comprehended why a person suffering what is called a cold in the head, or catarrh from the eyes and nose, experiences so much more relief on applying to the face a handker-chief of linen or cambric than one of cotton: the error of supposing that there is a positive it is that the former by conducting readily absummth in the materials of clothing. The sorbs the heat and diminishes the inflamma nick cloak which guards a Spaniard against tion, while the latter, by refusing to give passes cold of winter is also in summer used by sage to the heat, increases the temperature sage to the heat, increases the temperature and the distress. Popular prejudice has held that there was a poison in cotton.

Donovan's Chemistry.

Notwithstanding the perplexing diversity of form which vegetable substances assume, experiments have proved that they are all com-posed of the same ultimate materials, and these very few in number. We may select any vege table structure as the representative of all the rest; and, by examining others in the same manner, it will be found that they present the same results. The method by which the component elements are separated is simple; the vegetable is merely exposed to the action of fire: not an open fire, for in this way all its parts would be dissipated or burned away; but in a vessel calculated to retain its principles in a piece of wood of the same size be did in paper and then thrust into a fire, erron the wood will begin to burn immewhile that on the metal will long resist:

cees of paper be laid on a wooden plank plate of steel, and then a burning coal As the wood is heated, the water, which is the chief ingredient of its juices, distils over, and drops from the open end of tube. In proportion as the water distils, from being insipid, it received from the coal, that it remains becomes sour. Shortly after, a gas issues out element which exists largely in animal matter was temperature to inflame, and will of the tube, and may be collected by tying a is azote: it is also a constituent part of seveol to blackness the touching part of the moist bladder, the common air being well press-thile on the tardy conductor the paper ed out of it, round the mouth of the tube. If, moist bladder, the common air being well press-ed out of it, round the mouth of the tube. If, when the gas ceases to issue, the contents of the tube be examined, the piece of wood will be found altered into a black day light account. found altered into a black, dry, light, sonorous taste, and poisonous. The chief substances, mass, retaining, however, its texture, though then, which enter largely into animal matter, much reduced in size. It is, in short, converted into charcoal, or, in chemical language, carbon; and, if its weight be added to that of the gas, the mere water, and the sour water, the result will be the original weight of the wood without the mere water, and the sour water, the result quantity so small as not to affect the truth of will be the original weight of the wood without loss; hence these are all the ingredients which gredients constitute the great bulk of the anison water. composed the wood. As a general summing up, we may recapitulate, that from wood we obtain hydrogen, carburetted hydrogen, bicarburetted hydrogen, carbonic oxide, carbonic acid, ascetic acid, holding tar, ammonia, and

discoverable. These, again, by combining amongst themselves, produce the compounds above described, but the four ingredients mentioned are what are called the ultimate elements of all vegetable matter, notwithstanding its ap-parent diversity. A striking proof of the ex-traordinary differences of appearance which the same body may assume, and also of the inderation. Every one knows the enormous price at which diamonds of good quality and size are estimated. The celebrated regent diamond, which was set in the handle of the late Emperor Napoleon's sword of state, is now valued at £260,000, although only 11 ounce, and was originally purchased for £20,400 by Thomas Pitt, grandiather of the great Earl of Chatham, while Governor of Madras. Yet this precious ornament is neither more nor less than a piece of charcoal; and, surprising as it may appear to those hitherto unacquainted with the fact, it is well proved by numerous experiments, that between the diamond and charcoal there is almost no difference of composition; the diamond burns in oxygen with brilliant flame, and, like charcoal, forms carbonic acid; like charcoal, it forms steel by combination with iron; and the difference between the two bodies seems to be chiefly in their state of aggregation, the diamond being harder and crystal-lized; it is also a little purer in composition. The pure portion of charcoal is distinguished among chemists by the name of carbon.

Having acquired some acquaintance with

On the Composition of Organized Structures, Similarity of Charcoal to the Diamond, 4c. Selected for the Mechanics' Magazine, from and the simplicity of their composition, the next subject of contemplation is the animated part of the creation,—the most interesting and stupendous of all. How much more admirable and surprising must the structure of a living animal appear, when it is known that it is composed of but a few elements, such as have been formerly described: little more than the meanest vegetable, and fewer than many minerals. The materials of which animals are composed being nearly the same, as those which compose plants, the difference is in their relative quantity, and in the mode of combination. The combustible substance, phosphorus, has been detected, in small quantity, in some vegetables, as in the onion; but it exists in large quantities in the bones of animals: not in the state of phosphorus, as commonly seen, but disguised by combination with oxygen in the state of an acid, and this acid combined with lime. The bones of animals, then, consist chiefly of lime and phosphoric acid; at least these ingredients compose their earthly basis, as it is called; but it is impregnated with animal matter that adds greatly to their strength, toughness, and solidity. The other are oxygen, hydrogen, azote, carbon, phosphorus, and lime. We find some other kinds of matter, as certain acids and metals, but in mal fabric.

> THE MUD OF THE NILE.—Egypt, as is well known, derives its fertility from the overflowing of the Nile. The deposit or mud gives an

AGRICULTURE, &c.

[From the New-York Farmer.]

Suggestions Relative to Gardeners'

April. By the Editor.

This is a month of much activity among gardeners. He who is diligent in enriching his soil, in comminuting it, in the selection of the best seed, and in covering them in such a manner as is most calculated to promote and sustain vegetation, will, under the ordinary blessings of Providence, meet with encouragement

and reward;

"So from the root

Springs lighter the green stalk; from thence the leaves

More airy; last the bright consummate flower."

At this day it is:

OCCUPYING THE GROUND, -At this day it is a recent opinion that the soil requires no rest; consequently, the more that is obtained from a given portion of ground the better, provided it is well manured and a proper rotation pursued. Some persons will get twice the number as well as quantity of crops from a garden spot. Peas, for instance, may be planted on the sides of the bed of redishes. By the time the former are of much height, the latter will be sufficiently large to be pulled. Those who have no ground, manual crops and the state of the sufficient sufficient sufficient sufficient sufficients. nure, nor labor to spare, should set out their cabbages beside the fences, at the corners of the beds, and in vacant places. A clergyman informs us that he has, in this way, raised a large number of superior cabbages without apparently occupying any portion of the ground.

GLOBE ARTICHORES, Cynara.—Sow the seeds early in this month, in a bed of light moist earth, preparatory to transplanting next spring. This is an excellent vegetable; will produce good heads for six or seven years.

ASPARAGUS.—Early in this month the seeds ASPARAGUS.—Early in this month the seeds should be sown in a very rich bed. Those who already have plants, should transplant them into ground that has been well manured, and dug two spades deep. The rows should be near one foot apart, and the plants in the row about the same distance.

BEETS.—Sow the seed in rich mellow earth from the first week in April to June.

RADISHES.—Most garden soils are considered unsuitable for radishes. A mixture of two parts of sand with one of common garden or clayey earth, and a little manure, will give britteness and transparency to the radish. Sow in succession until the middle of May.

CABBAGES.—The first of this month sow the seeds of the early kinds for summer use.

CARROTS.—Sow, for successive crops, from the first of April to June.

CELERY.-Sow the seed in moist mellow ground early this month. As soon as they are two or three inches high, prick them out into

CRESS, OR PEPPER-GRASS.—Let this pleasan another bed. salad herb be sowed every week.

GARDEN BURNET.—This is considered a good salad herb. Sow in April.

INDIAN CORN for boiling—the early varieties sow in the latter part of April.

LETTUCE—sow in warm borders in the middle of the month, and in succeeding weeks.

WHITE MUSTARD.—This is a pleasant salad sown in April and May, in successive weeks.

NASTURTIUM.—Sow the major or climbing variety near fences, and the dwarf in hills.

ONIONS.—Dig the ground early. Sow the seed in the middle of the month, either broad cast or in drills. The white Portugal and the silver skinned varieties are mild in their taste, and produce good crops.

PARSLEY AND PARSNIP.—These are generally sown in the latter part of this month, in drills. The latter we consider one of the best vegeta.

bles put upon a table. PEAS.—The early kinds should be put in PEAS.—The early kinds should be put all pure. It is remarked that the ground as early as possible, and in succession, in all countries, is uncountries, is unc

There are various varieties of this valuable vegetation. Those called the early are less productive. Plant in hills or drills, in a rich loamy soil, from the first week in April until July.

SWEET POTATOES, if planted in this month should be put in a hot-bed, or under glass, and then the sprouts separated and transplanted.

Among other plants to be attended to this month are rocambole, rhubarb, salsofy, scorzenara, sea-kale, sorrel, skirret, spinach, and horse-radish.

Miscellaneous Rural and Scientific Gleanings By the Editor.

_Nitrogen and Composition of the Atmosphere. oxygen, with a small portion of carbonic acid oxygen, with a small portion of carbonic acid-gas, are the constituents forming the atmos-phere. The two former are considered not to vary in their proportions. The proportion of the latter depends on temperature, winds, rains, the latter depends on temperature, winds, rains, and atmospherical pressure. At Geneva, according to the experiments of Saussure, the mean quantity of this gas in 1000 parts of air by measure is at mid-day 4. 9, the minimum 3. 7, and the maximum 6. 2. He observes, that lin Switzerland this gas increases in suppose in Switzerland this gas increases in summer, and decreases in autumn—that at noon the quantity in December, January and February is to that in June, July and August, as 77 to 100. Over wet soils the atmosphere contains less than over dry ones—more in the night than in the day time—less in the lower strata of the air than in the higher. Winds are considered to increase the quantity in the strata near the least have mixing that of the unper strata. The earth, by mixing that of the upper strata. The cause why there is less over wet soils is, probably, that fermentation is checked by excess of moisture. Plants give out carbonic acid gas in the night, and thus increase the quantity.

Northern and Southern Aspect .- On the northern declivity of the Himmalah mountains, at the height of 15,000 feet, Capt. Gerrard found the hills and vallies covered with vegetation and the hills and vallies covered with vegetation and herds of deer, and flocks of pigeons. On the southern declivity, at 10,000 ft. was the extreme height of cultivation. This difference is supposed to be owing to the radiation of caloric from the table land of Thibet: the dryness of the air in Central and Northern Asia, the small quantity of snow, and the serenity and transquantity of snow, and the serenity and trans-parency of the atmosphere, facilitating radia-

Dew collected from the leaves of plants con tains more carbonic acid gas than that from other substances. The gas given out in the night must be absorbed by the dew.

The Romans.—Pliny asserts that the Roman citizens, in early times, ploughed their fields with the same diligence that they pitched camps, and sowed their grain with the same care that they formed their armies for battle.

Planting and Building—Cato says, "a land-holder should apply himself to the planting of his fields early in his youth, but he ought to think leng before he builds."

Planting in Scotland.—Sir Walter Scott's History of Scotland contains the following: In 1504, there was made "a series of regulations for the improvement of rural economy, which imposes a heavier mulct than before on the destroyers of wood, the forests of Scotland being, as was alleged, utterly destroyed. For the same reason, every inheritor is directed to plant at least an acre of wood, to form parks and inclosures, construct fish-ponds, stock rabbitwarrens and dove-cotes, and plant orchards."

The Horse.—This noble animal appears to find a congenial climate wherever the air is pure. It is remarked that a low and marshy and it all contains in all contains in all contains in the con pure. It is remarked that a low and marshy least a going. But measure gained. But measure gained to other purposes, it is soil, in all countries, is uncongenial to him, and that he rapidly degenerates.

Sinking Wells Righer Hober marking the specific purposes, it is supplied to other purposes. Sinking Wells.—Bishop Heber mentions a three years past we have used it on our

Beans.—The English dwarf, (vicia fubia,) curious way of sinking wells in some parts of are planted early in April. Dwarf kidney and pole beans in the latter part of April, and in May and June. main until the masonry becomes indurated, and then it is gradually undermined until it is sunk even with the surface of the ground. If the well is not sufficiently deep, they add more masonry, and again undermine.

Salt in India.—The soil of Hindostan is so much impregnated with salt, that a saline effervescence is seen in almost every low spot.

Mud in Rivers.—The weight of mud daily carried down the river Ganges is calculated at 74 times the weight of the great pyramid of

Saltpetre in India.—Bishop Heber observes that the tendency of the soil in Bengal to produce saltpetre is so great, that it encroaches upon walls and floors of the houses to an extent often rendering them uninhabitable in a few years. The saltpetre corrodes the best of bricks, and crumbles them.

SUNFLOWER OIL .- From the following article from the American Farmer, it will be seen that the sunflower oil is destined to become of much importance:

It has been tried, and found to answer effectsally all the purposes to which lineeed is usually any an one purposes in which it is superior to linaced, drying much souner, and imparting a gloss to the paint

not attainable from lineed.

The expression of the oil is effected by the same machinery, and the same process used for expressing linseed oil; but the seed must first be expressing linseed oil; but the seed must first be passed through other machinery for the purpose of hulling it. Charles A. Burnitz, Esq., of York, Pa., invented a machine a few years ago for hulling the seed, and has it now in operation at his oil mill in the precincts of that village. By the sid of that machine he obtains double the By the aid of that machine he obtains double the quantity of oil from the seed, and renders it of a quantity of on from the seed, and renders it of quality very superior to that formerly obtained from sunflower seed. A complete machine will cost about three hundred dollars, including the patent right. Mr. Barnitz will sell rights, sel give all information on the subject to those whe address him for the purpose

From twenty to seventy-five bushels of sex may be produced from an acre, according to the quality of the soil—the average on good ground adapted to corn is fifty bushes. A bushed of accept yields one gallon of oil, by Mr. Bernstein machinery and process, three quarts cold pro

ed, and one quart hot pressed.

Good corn land is adapted to the grow the sunflower, and in proportion to its p of corn will be its yield of sunflower seed mode of culture is the same as that of corr

We have no doubt that the cultivation sunflower would prove profitable to the against. An acre of ground will yield more flower seed than corn, with the same labers expense; a bushel of sunflower seed is more than a bushel of corn. But (for the but in all new things) the improved man for expressing the oil must first be erected accessible to the farmer, for there is yet so accessible to the farmer, for there is yet so and flavaged.

The oil cake is an excellent article of and flaxseed. feed, and for this purpose will nearly pay the pense of expressing the oil; consequently bushel of seed, when mills shall be erected burnese; but if he erects machinery, and the oil of the consequently and the oil of the consequently burnese; but if he erects machinery, and the oil of the his own seed, the oil cake will more than the labor and the interest on the cost of chinery; he will then of course have a great of the course have a great of for every bushel of seed. Sunfaverial the purposes to which linseed oil is appropriate the course of the cour least a dollar a gallon. But inasmuch

the cost of either.

Mixture of Vegetables by the Roots. By J. Robinson. To the Editor of the New-York Farmer and American Gardener's Magazine. I offer the following facts relative to the mix-

ture of seeds, and vegetables, with a view to accredit the testimony and facts of the "Old Man," and Mr. T. Bridgeman, contained in your

former numbers.

I was for many years anxious to obtain a sort of kidney beans, said to be stringless, even when old. I at length succeeded in getting some, which I found came up to the mark. They were superexcellent in quality, and per-They were superexcellent in quality, and perfectly stringless, but through carelessness and neglect, they got mixed with others of different shape add color. Being anxious to cultivate this valuable sort by themselves, I assorted every bean with my fingers, and planted them at a distance from all others; this I done more than once, but at last they had become so infected from growing with others of a different nature, that they proved to be a spurious breed, so that I at length had to abandon them. I could produce other corroborative facts, but this is sufficient to establish Mr. Bridgeman's doctrine; namely, that "as it is in the animal frame, so it may be in the vegetable system. Disorders very frequently lay dormant from one generation to another, and at length break out with all their vigor." I have therefore come to the same determination as Mr. B., and shall not attempt in future to "bring a clean thing out of an unclean thing." Whenever I discover a mixture of vegetables of the same class, growing together, I shall not attempt to raise seed even from the best of such.
J. Robinson.

Williamsburgh, L. I., March 1833.

Introduction of Choice and Rare Fruit. By An AMATEUR OF FRUIT. [For the New-York Farmer, and American Gardener's Maga-

Mr. EDITOR,—I was much pleased to find in your number for September, under "Items of Farmer's Work, &c.," that you have very properly recommended to farmers the utility of selecting and planting of the different varieties of rare and choice fruit, which is much wanted, especially in the western part of this state. this was duly attended to, much good might be expected to arise therefrom to all classes of

expected to arise therefrom to all classes of people, and particularly the grower.

I hope your advice "to buy, and not to beg, buds and scions," may have its desired effect. The practice of begging cuttings of rare fruits has become so general, and perhaps, it may be said, unreasonable, that it has greatly deterred many enterprizing horticulturists from cultivating rare fruits, from the continual applications from all quarters for scions, by amateurs tions from all quarters for scions, by amateurs of fruit, &c. Nurserymen, also, suffer by intro-ducing rare fruits at great expense. The deducing rare fruits at great expense. mand will not compensate them for their trou-ble, which certainly is but slender, if the giving system is long continued. Thus the cultivation of fine fruit will be retarded by the penurious disposition of its principal advocates.

An Amateur of Fruit.

Vegetable Sexuality. By S. To the Editor of the New-York Farmer and American

clusively, and prefer it to the best sweet oil. It on the subject of Vegetable Sexuality, the is also equal to sweet oil for all medical purposes. For lamps also it is excellent; fully equal to which produce their stamens and pistils on dif-On the subject of Vegetable Sexuality, the ||The climate is not cold, being in the south of sperm oil, except that the lamps require trimferent roots, nature has provided many curious ming more frequently. It has the advantage, as lamp oil, of not being offensive, no disagreeable odor arising from its burning. Therefore, sunflower oil may not only be substituted for linseed oil, but for sperm and olive; and by aid of the proper machinery, it can be produced for half the cost of either. nished with an elastic spiral stem; this spiral, when extended, is from three to seven feet, or more, in length, and when the river either rises or falls it still allows the female flowers to float on the surface: the male flowers expand in their submersed situation on short scapes, which, when their anthers are ready to burst, detach themselves from the plant and float on the surface of the water, when the current bears them, or the winds propel them, to the female flowers. Dr. Darvin, in his Botanic Garden, has the following beautiful allusion to the circumstance :

As dash the waves en India's breezy strand,
Her flush'd cheek press'd upon her lilly hand,
Valisner sits, up-turns her tearful eyes,
Calls her lost lover, and upbraids the akies;
For him she breathes the silent sigh, forlorn,
Each setting day; for him each rising morn.—
"Bright orbs, that light you high ethereal plain,
"Or bathe your radiant tressee in the main;
"Pale moon, that silver'st o'er night's sable brow;—
"For ve were witness to his parting vow! " Fale moon, that suver st o'er night a same orew;—
"For ye were witness to his parting vow!
"Ye shelving rocks, dark waves, and sounding shore,
"Ye echoed sweet the tender words he swore!—
"Cen stars or seas the sails of love retain?
"O guide my wanderer to my arms again!"

Albany, February 20, 1833.

Cotswold and other Varieties of Sheep. H. For the New-York Farmer and American Gardener's Magazine.

Mt. Editor,—In your last number, p. 95, are some queries by a subscriber re specting Cotswold Sheep, which would be answered differently by different persons; but let each person who knows them contribute his mite. There are in various parts of England high rolling lands called wolds, as in Yorkshire, Lincolnshire, Gloucestershire. The last are called the Cotswold hills, from an old practice of cotting or housing sheep, but this practice is now out of date. Cotswold sheep are long woolled, large, and strong built, have white faces and legs, broad noses, and are without horns. They have some Leicester blood in them, from which all the long woolled breeds in England have received great benefit. They are, however, a coarser and hardier kind of sheep than the Leicester.

A few years ago, being amongst the farmers there, I found that large lots of Cotswold wethers, four tooth or two shear sheep, might be had which would weigh on an average 56 pounds per quarter. I there saw them in the butchers' shops, at Gloucester, of full that weight, and close to them were hanging carcases of the beautiful little Ryeland sheep, weighing only 14 or 16 lbs. per quarter, but worth more per pound. In the market were tups for sale, large good sheep; their length struck the eye directly. A Mr. Large, of Bradwell, Oxfordshire, on the border of Gloucestershire, gained many prizes at the Smithfield show, for his Cotswold sheep; one of which weighed 621 lbs. per quarter, or 250 lbs. the carcase. But now they are not bred so heavy, two sheep to make the weight are found much better in all respects; and I have seen them latterly, at the London Christ-

England, but wet and bleak. These sheep never live hard, and in winter you may see thousands of them feeding off turnips on the land, with a stack of hay in the middle of the field, and no shelter but stone fences, not a tree nor a hedge. They are hardy, good constitutioned sheep, but require abundance of moist as well as dry food in winter, or they would rapidly degenerate in wool and carcase.

In the small territory of Great Britain are arious breeds of cattle and sheep, adapted to the soils on which they are kept, and nothing strikes an Englishman more than the little variety seen here. The common sheep of the United States are evidently from the same stock as the heath sheep of England, such as may be seen on Bagshot heath, the Derbyshire hills, and other places. These common sheep have in most districts been crossed with Merinoes, the wool of which ought to be excellent indeed to make up for their ill formed carcases. Of late years many Leicesters have been brought from England, and an excellent breed they are, but coming from a mild, moist climate, and rich soil, some of them and their descendants have suffered severely when wintered in the way that is too common here. Some Lincolns and Southdowns have been brought, but there are other good sheep which have never been introduced. The large Dorsets, which, with a kindred breed of Somerset sheep, supply the London market with house lamb, are well worth being imported and tried in some parts of the middle states. The Ryelands are good sheep, but would not suit the many who look to size in-stead of symmetry. Would it not be worth while for some of the Agricultural societies to introduce these, with some of the smaller varieties of British cattle as yet unknown here?

The number of sheep kept in England and Scotland is immense, and at the large sheep fairs, at stated times, in every part of the country, a stranger may see every variety. At Weyhill fair, in Hampshire, l have seen 120,000 sheep penned for sale. These were chiefly Hampshire Downs of all ages, assorted in lots, so that a buyer could find ewe lambs in one pen, wether lambs in another, then shearlings, or 2 tooths as they call them, &c. Besides these, but not penned, were many flocks of Dorset and Somerset ewes. some of which then, (10th October,) were within a few days of lambing. In England, beef and mutton are nearly the same price, and the latter is a favorite meat. Here it certainly is not so, for though the beef and pork are good, mutton is not so, and the inferior quality accounts for the price.

P. S.—The price of Cotswold mutton, in England, is like that of all the large longwoolled sheep, less than that of smaller sheep; but even these of late years have been bred there with so much pains, that they fatten earlier than formerly, and, not having age, their mutton has not so much flavor as it used sells fat, at two years old, sheep which formerly would have been kept to twice the age.

ORCHARD GRASS.—This, as well as many other light chaffy seeds, should be sprinkled with we correct. The land on the Cotswolds is not list is sowed. If it is well using the chaffy seeds, should be sprinkled with we correct. The land on the Cotswolds is not list is sowed. If it is well using the chaffy seeds, should be sprinkled with we correct. The land on the Cotswolds is not list is sowed. If it is well using the chaffy seeds, should be sprinkled with we correct. The land on the Cotswolds is not list is sowed. If it is well using the chaffy seeds, should be sprinkled with we correct. The land on the Cotswolds is not list is sowed. If it is well using the chaffy seeds, should be sprinkled with we correct.

SUMMARY.

DELAWARE AND HUDSON CANAL.—It is gratifying to us to be enabled to state upon good information, that the spring floods have passed away, without injury to

Advantages of reducing Canal Tolls —The Ash tabula (Ohio) Sentinel of 23d ult., states the following facts respecting the evil operation of the high rate of tolls on the Erie Canal, and is of course rejoiced at the material reduction recently effected in those rates by the Canal Commissioners.

The high tolls have long been a subject of just complaint to the merchants and farmers of the West, and the propriety of a reasonable reduction has long been urged in vain. The cause for this favorable and unexpected result, is owing more to the force of circumstances, than to any spirit of accommodation, and what reason and justice have repeatedly urged in vain, competition has suddenly accomplished. In quence of these unfavorable circumstances to the shippers, a great proportion of the produce of this State passed through the Welland Canal last season; and it is well for the interests of those concerned that the subject has received so early and satisfactory a consideration.

[From the New-York American of Tuesday.]

The expedition of Capt. Back in search of Capt-Ross and his companions, who have not been heard of since the summer of 1830, inspires almost as much interest here as in England; for it concerns all equal ly who have a common interest and a common glory in whatever ennobles our race. Capt. Back, accompanied by Dr. King, a young and accomplished physician, with three hardy countrymen, proceeds tomorrow to Montreal; and thence, as soon as possible, eets out on his perilous journey.

The Collector of this port, as we learn from the Journal of Commerce, has suspended, until he can have the decision of the Secretary of the Treasury, the collection of the duties on the articles which constitute the outfit of Capt. Back and his partychiefly presents for Indians, &c. We trust there is the power-we are sure there is the disposition, in the Treasury department, to forego these duties al. mitted by the Secretary of the Treasury to the late together, in consideration of the objects of this un. dertaking.

[From the New-York American of Thursday.]

CAPT. BACK, and Dr. King, with their attendants. left this city yesterday for Montreal. They were accompanied to the Boat by many friends and wellwishers, and as she pushed off, the assembled multitude greeted the enterprize of these gallant men with three cheers, which were cordially returned by Capt. Back and his party. The following note from the Hudson River Steamboat Association is creditable to their liberality:

New York, April 3d, 1833. CAPT. BACK—Sir:—Understanding that you propose leaving New York for the North this evening, I take the liberty in behalf of the Directors of the Hud. son River Steamboat Association, to offer for your. New York to Albany. Yery respectfully, yours,
M. VAN BUREN, Secretary.

N. B. The Ohio leaves the wharf foot of Court landt street, at 5 o'clock, P. M.

DESTRUCTION OF THE U. S. TREASURY BY FIRE. The Weshington Globe of yesterday morning furnishes this account of the occurrence. "We regret to announce the total destruction, by fire, of the Treasury building; but we are happy to add, that, as far as can now be ascertained, all the public accounts and vouchers relating to the receipt and disbursement of the public moneys have been saved.

It is understood that the fire was discovered at about half past 2 o'clock on Sunday moraing, by a person ascidentally passing. The flame was first seen issu-suing from the windows of the room on the upper floor adjoining the centre projection, on the north The alarm was immediately given: and by reat exertions on the part of the Secretary and other iblic officers, as well as on the part of the citizens seemed to

the matter, the most important part of the public pa-pers were preserved. The public records and locuments, being the chief objects of solicitude, the principal and earliest efforts were made for their preser

The manner in which the fire originated has not een ascertained. The necessary measures have, however, been taken to obtain information on the subject, and, as soon as the result is known, it will be communicated to our readers. It appears that the messenger, whose turn it was to watch, was absent, from sickness; and that the person who usually sleeps in the building, was not aware of the fire until he was awakened from the outside.

The Secretary has, with great promptness, enga sed several contigous houses opposite to Strother's Hotel, for the use of the Treasury: the public books and papers have already been removed to them; and the business of the Department will be transacted

there to-day as usual."

CLAIMS ON DENMARK .- We learn from the Baltimore Chronicle, that the Commissioners appointed to carry into effect the Convention with Denmark, and to distribute the fund provided to indemnify the claims of American merchants for spoliations upon their commerce, have closed the commission, and made their final report to the State Department. The time limited by the Treaty and the act of Congress, for the adjustment of these claims, and distribution of the funds, will expire on the 4th of April, after which time the claimants will be entitled to receive their respective proportions of the fund, at the Treasury Department, of which due notice will be given. The return from the Board is in such form as to prevent any delay in the payment of the claims at the Treasury. We learn, also, that the whole amount of claims presented and acted upon by the Board, was between three and four millions of dollars. The amount allowed is \$2,151,425-and the amount to be distributed amongst the claimants is \$670,564 78, so that the claimants will receive thirty one and oneeighth per cent. upon the sums allowed to them respectively.

HASSLER'S REPORT ON WRIGHTS AND MEASURES. This learned and elaborate report, which was sub-Congress, is thus spoken of in a letter we have seen, by a most competent judge, Capt. Beaufort, Hydro. grapher to the British Admiralty, F. R. S., &c.

"I have been lately much delighted with Professor Hassler's Report on Weights and Measures. is a very able paper, and quite as important to the philosophers of this country as to those of your great Union.

Mr. Hassler is now, as our readers have been al ready informed, employed in completing the coast survey, commenced by him some sixteen or seventeen years ago, and most improvidently and unwisely arrested by the Government in mid career. It is met. ter of just congratulation, that under wiser councils, this distinguished and practical sevent has been au. thorized to resume his labors.

THE BIRDS OF AMERICA .- Mr. Audubon, whose arrival here we announced a few days ago, yesterday exhibited to a number of our citizens at the President's rooms in Columbia College, a series of the original drawings for his great work, and the plates of the only volume yet completed. The gratification was universal. Each plate and drawing presented a picture of itself, by showing the bird in some characteristic attitude or action, and in the midst of scenery habitual to it.

This magnificent work of Mr. Audubon, unequalled by any other, possibly, in existence on any subject, is complete, so far as the original drawings are concerned, Mr. A. having finished thom all. But it will require several years for the execution of the engravings from these drawings. One volume, containing 100 plates, of the largest folio size, and where each bird, plates, of the largest folio size, and where each bird, is such was the French love of glory, that the author wild turkey, is represented in his natural must avow himself. The avowal of From must avow himself. The avowal of From must be the proportions, is now finished. Three more are to follow. The subscription price for the whole is \$800, henceforth a farce; the Secret Tribunal, sa idea.

payable on the delivery of each volume, so as to make it \$200 for the volume now ready, and the same sum every second or third year, till the four volumes are completed. We are thus particular in specifying the terms, because, being most desirous that the liberality and good taste of this city should be stirred up to the encouragement of so magnificent a work, we wish to show how conveniently it may be accomplished.

Boston afforded to Mr. Audubon eighteen subscribers-New York, as yet, not one. The work is indeed too costly, generally speaking, for individuals, though our city can and should furnish many exceptions to this remark—but a plan quite within the reach of even moderate means, is this-that several individuals, as many or as few as may be requisite, should associate together and present copies to different public institutions. Columbia College, the University, the City Library, the Historical Library. the Athenseum, the Library of the New York Hospital, the Lyceum, all should possess this admirable national work.

Mr. Audubon is a native American, and he has now devoted nearly forty years to the illustration of the history and habits of the birds of America. The actual cost of publishing the first volume was \$25,000, independent of the time, talents, labors and exposure of the ornothologist himself.

The Weather at Florence: .Jan. 22 .- A remarkable peculiarity of the weather here this winter is its extreme dryness. Instead of the deluges of rain which might naturally have been expected after the drought of the summer, we have scarcely had thorough rainy day the last four months: the wells are still almost all dry, and the Arne lower than in summer. This may be a very serious affair, if we have not a rainy spring to drench the soil, which is still dry as dust a little way below the surface.

Mr. James Ballantyne, the friend of Scott—the printer of his works, one of the chosen few to whom the Waverley secret was confided from the beginning, and from whose able pen were expected some in-teresting additions to the biography of the Great Mas--has survived him but a brief space. He died at Edinburgh on the 17th of January, rather unexpectedly, though for several months past his health had been very delicate.

We gave some weeks ago, a brief notice of the New York Fur Company: we are enabled now to give further and more correct information. One hundred and ten men proceeded by the Lakes Ontario, and Huron; 50 of whom are to remain at Michili-mackinac on the last mentioned lake. The remaining 60 to proceed by Lake Michigan to Green Bay -up the Fox and Wisconsin rivers to Prairie des Chiens on the Mississippi—up that river to the Falls of St. Anthony—from thence, across the Prairies,
Traverse de Sioux to little Missouri—up that River to the Rocky Mountains. Some will be employed along the banks of the Missouri at the Company's Trading Establishments, and a party will go up as far as the Rocky Mountains. They will pass through the Mundan, Crawfoot, Piegens, Blood Indians and the Rees Nations.—[Montreal Herald.]

Iceland .- Hans Finsten, a native of this remote quarter of Europe, has lately published an interest ing pamphlet on the diminution of the population of Iceland, owing to unfavorable years. He observes, that, previously to the fourteenth century, the number of inhabitants was computed at 120,000, but that, at present it does not exceed 54,000. Hopes of a renewed increase are derived from the declining violence of volcanic eruptions, the lava and ashes of which have acted very prejudicially, both on the health of individuals and animals, as well as from the extension of horticulture and fisheries, the latter of which are no longer prosecuted in fragile barks. but in stout seaworthy vessels.

We have heard Frenchmen, when acknowledging the power of the English and German Reviews, and the inferiority of French attempts, endeavor to account for it by averring that the Anonymous was im-possible in France,—that whatever might be the motives of secrosy, if an article became talked of

known, resemble a cave of bats, with light suddenly let in upon them by some catastrophe of nature.—[London Spectator.]

Swond or Honon.-We find it stated in the Cour rier des Etate Unis that subscriptions of 25 centimes, about five cents each, are opened in all the Mayoral-ties in France, in order to purchase for Marshal Gerard a sword of gold, to bear this inscription:

"Frenchmen to the Marshal commanding in chief the army of the North—capture of the Citadel of Antwerp." On the other side of the blade will be this legend—"Glory and Humanity."

"The Magpie.-Wherever it be, wild or tame, this is the mankey of birds, full of mischief and mimicry.

A gentleman told Mr. Howit, that one he kept, having stolen various articles, was watched by him narrowly; and was at length seen by him busy in the garden gathering pebbles, and with much solemnity and a studied air, dropping them into a hole about eighteen inches deep, made to receive a line-post.— After dropping each stone, it cried 'carack !' triumphantly, and set off for another. Making himself sure that he had found the objects of his search, the gen tleman went to the place, and found in the hole a poor toad, which the magpie was stoning for his amusement.—[Notes of a Naturalist.]

Competition against Ireland .- A new tuberous root (the newspapers tell us) has been successfully introduced into this country from Chili: it is called the Oxalis creneta, (which we hope to see translated into Creneto, v. Potato,) bears a yellow flower is ornamental to the garden, and as an edible, superior to the staple food of the Irish pigs and pisintry.

The Corn Crake .- This interesting bird, which visits the north of England and Scotland in summer and keeps up in the meadows its cry of crake, crake is well known, but is not easily seen. It runs with great radicity, and is loth to take wing. When found, it has the instinct, in common with some other animals, and especially insects, to feign death. A gentleman had one brought to him by his dog. It was dead, to all appearance. As it lay on the ground, he turned it over with his foot—he was convinced it was dead. Standing by, kowever, for some time in silence, he suddenly saw it open an eye. He then na sience, he suddenly saw it open an eye. He then took it up—its head fell—its legs hung loose—it appeared again totally dead. He then put it in his pocket, and before very long, he felt it all alive, and struggling to escape. He took it out, it was as life less as before. He then laid it again upon the ground and retired to some distance; in about five minutes, it warily raised its head, looked around, and decamped at full speed.-[Notes of a Naturalist.]

Stag's Horns .- There is a curious fact, not gene rally known, which is, that at one period the horns of stags grew into a much greater number of ramifica-food, and from the animal having more repose, be fore population became so dense. In some individu There is one in the Museum of Hesse Cassel with twenty-eight antlers. Baron Cuvier mentions one with sixty-six—thirty-three on each horn.—[White's Natural History of Selborne, by Browne.]

Cemetry in London .- The General Cemetery Joint Stock company of London have completed a Cemete ry, resembling in its plan that of Perel e Chaise in Paris. The ground selected for their purpose is a lot of sixty acres at Kendall Green, forty of which are enclosed by a wall, and ornamented with trees and shgubbery. Artists have been employed in preparing plans and models for the decoration of the grounds, and a premium of 100% has been awarded for the design of a magnificent chapel. Arrangements are made for the conveyance of bodies and funeral processions by water carriage to the spot. The Bishop of London at first refused to consecrate it, in consequence of the want of a chapel where the service might read when requisite; but subsequently withdrew his objection, a temporary chapel having been erected.

[From the New-York Observer.]

PRAYER OF THE EMPEROR OF CHINA FOR RAIN.
On the 31st of May last, an official paper was published by the Emperor of China, lamenting the want of rain. He had previously directed sacrifices to be made to the gods, and "devoutly knocked his head on the ground," but without effect. "His scorching anxiety had continued night and day, and hour after hour, he looked earnestly for rain; but none had fallen," He "had turned his thoughts in upon himself, and his government," but had found nothing amiss. "His own conduct," he says rather

awful effect, is instantly scattered by such declara- between the rain-bearing clouds above, and the to which my anxieties have been directed, I ought to tions; and a party of Reviewers, openly and indivi-parched earth below, but this had not been the lay the plumb-line, and strenuously endeavor to coreffect;" and, therefore, in this official paper, the Emperor directs "a mitigation of punishment for convicted persons in the province of Pekin (except ditations. in the case of great crimes)," and orders that "ac-cused persons should be brought to a speedy and fair trial;" that "imprisoned witnesses should be at once confronted with the opposite parties, or be set at liberty on bail;" and that "all small offences be immediately disposed of and the parties liberated." "Thus (he adds) we may hope for timely, genial. and fructifying showers. Let the Criminal Board immediately obey these commands. Respect this."

This last contrivance was as ineffectual as all that had preceded it; the drought was severe; and con-tinued still for many weeks. The Emperor, Kings tinued still for many weeks. The Emperor, amge and Princes "fasted and prayed once in seven days, before altars dedicated to the gods of heaven, the gods of earth, ef the year, of the land, of the grain, and finally to imperial heaven itself, and also to imperial earth, with all the saints." His Majesty, more than the great mountain." over, sent a King to Tae Shan, "the great mountain, in Shangtung province, with Tibetian incense match-es, to pray for rain in the Emperor's stead. But all was of no avail, aud at last on the 25th of July, the Emperor effered up the following

PRAYER FOR RAIN, written by his Imperial Majesty Taoukwang, and offered up on the 28th day of the sixth month of the 12th year of his reign,—July 25th, A. D. 1832.

"Kneeling, a memorial is hereby presented, to cause affairs to be heard.

"Oh, Alas! Imperial Heaven, were not the world on, Alas: Imperial neaven, were not the world afflicted by extraordinary changes, I would not dare to present extraordinary services. But this year the drought is most unusual. Summer is past, and no rain has fallen. Not only do agriculture and human beings feel the dire calamity; but also beasts and

insects, herbs and trees, almost cease to live.

I, the minister of Heaven, am placed over mankind, and am responsible for keeping the world in order, and tranquilizing the people. Although it is now impossible for me to sleep or eat with composure; although I am scorched with grief, and tremble with anxiety; still, after all, no genial and copious show ers have been obtained.

"Some time ago, I fasted, and offered rich sacrifices, on the alters of the gods of the land and the grain; and had to be thankful for gathering clouds and slight showers; but not enough to cause glad-

ness.
"Looking up, I consider that Heaven's heart is benevolence and love. The sole cause is the daily deep atrocity of my sins; but little sincerity and lit-tle devotion. Hence I have been unable to move Heaven's heart, and bring down abundant blessings.

"Having respectfully searched the records, I find, that, in the twenty-fourth year of Keenlung, my im-perial grandfather, the high, honorable and pure emperor reverently performed a 'great snow service.'
I feel impelled by ten thousand considerations, te look up and imitate the usage, and with trembling anxiety, rashly assail heaven, examine myself, and consider my errors; looking up and hoping that I may obtain pardon. I ask myself,—whether in sa-crificial services I have been disrespectful? Whether or not pride and prodigality have had a place in my heart, springing up there unobserved? Whether, from the length of time, I have become remise in attending to the affairs of government; and have been unable to attend to them with that serious diligence and strenuous effort, which I ought? Whether I have uttered irreverent words and have deserved re prehension? Whether perfect equity has been at-tained in conferring rewards or inflicting punish-ments? Whether in raising mausoleums and laying out gardens, I have distressed the people and wasted property? Whether in the appointment of officers I have failed to obtain fit persons, and thereby the acts of government have been petty and vexations to the people? Whether punishments have been unjustly inther in the successive military operations on the western frontiers, there may have been the horrors of human slaughter, for the sake of imperial rewards? Whether the largesses bestowed on the afflicted southern provinces were properly applied; or the people were left to die in the ditches? Whether the efforts to exterminate or pacify the rebellions mountaineers of Hoonan and Canton, were properly conducted; or whether they led to the inhabitants being proudly, "ought to have induced a sweet harmony strampled on as mire or ashes? To all these topics, the Emperor.

Prostrate I beg Imperial Heaven, Hwang Teen, to pardon my ignorance and stupidity; and to grant mo self-renovation; for myriads of innocent people are involved by me, a single man. My sins are so nu-merous, it is difficult to escape from them. Summer is past, and autumn arrived; to wait longer will really be impossible. Knocking head, I pray, Imperial Heaven, to hasten and confer gracious deliverance,—a speedy and divinely beneficial rain; to save the people's lives; and in some degree redeem my iniqui-ties. Oh.—Alas! Imperial heaven, observe these things!—Alas! Oh Imperial Heaven, be gracious to them. I am inexpressibly grieved, alarmed, and frightened. Reverently this memorial is presented."

This is a most singular production. It is too of great value. It is worth more than scores of quar-tos and folios of the vain speculations which have been published concerning China. Even allowing that much of the coloring has been given to it for effeet merely (which we are slow to admit,) still it exhibits an exalted personage, in a most interesing and affecting point of view. It is withal a very serious document; as it is conducts us to the anti-chambers of the "celestial court," and there shows us the "mior ine "celestial court," and there shows us the "mi-nister of heaven," scorched with grief, pouring over his atrocious sins, and with trembling anxiety, re-counting the errors of his public and private life; our sympathy is excited, and we, instinctively, re-echo his lamentation, Woo hoo! Oh, Alas! It exhibits darkness and weakness peculiar to the

human mind, while unblessed by the revealed Word and by the Spirit of the only living and true God. It shows also, very distinctly, if we mistake not, the symptoms of an oppressed and declining empire.—We predict nothing. We should rejoice to see "the great pure dynasty" long stand strong, flourishing in all the glory, peace, tranquility, and prosperity which it now proudly and falsely arrogates to itself. The welfare of the Chinese em. pire is the dearest object to our hearts on earth. But our own minds, in accordance, we believe, with the minds of millions, forbode an approaching change. We cannot deny the evidence of our sen-ses; and we will not, knowingly, conceal the truth. Causes are operating on this nation,—would they did not exist—which must produce tremendous effects. The state groans; and already convulsions begin to be felt. And oh, should the bands of Government be once broken assuder, and this immense mass of population—an occan of human beings—be be thrown into confusion, the scene would be awful. We gladly turn from the contemplation of such a

The Emperor's auxieties, occasioned by the long continuance of the drought, are now terminated. By a paper in the Gazette, dated at Peking, July 29th, it is stated, that after the Emperor had fasted, and effered the prayer, given above, before the altar dedicated to heaven, at about 8 e'clock on the same evening, thunder, lightning, and rain, were intermingled; the rain falling in sweet and copious showers. The next day, a report came in from the Shunteenfoo* magistrate that two inches had fallen : and on successive days, near the Imperial domain, a quantity fell equal to four inches. For this manifestation of heavenly compassion, the Emperor, in an order published, expresses his devotion and in-tense gratitude; and the 2d of August is appointed tense grantude; and the 2d of August is appointed as a day of thanksgiving. Six kings are directed to repair to the altar dedicated (1) to heaven, (2) to earth, (3) to the gods of the land and grain, (4) to the gods of heaven, (5) to the gods of the earth, and (6)

to the gods of the revolving year.

The precise idea, which his Imperial Majesty attaches to the words "imperial heaven," we will not stay here to determine. It is manifest, however, that such a variety of objects of adoration cannot be acceptable to HIM who has declared: "Thou shelt people? Whether punishments have been unjustry me flicted or not? Whether the oppressed have found no means of appeal? Whether in persecuting hetero dox sects, the innocent have not been involved? Whether or not the magistrates have insulted the machine and refused to listen to their affairs? Whether or not the magistrates have insulted the factorial and refused to listen to their affairs? Whether or not the magistrates have insulted the factorial and refused to listen to their affairs? Whether in persecuting hetero that he should lie;—he will not give his glory to another. The conduct of the Emperor in praying, fasting, and self examination, ought to reprove the christian. But we shall do exceedingly wrong, if christian. But we shall do exceedingly wrong, if we attempt to excuse such abominable idolatry, and to throw the mantle of charity over that which God abhors.

It is a very remarkable circumstance, connected with the drought, that none of the priests of Taou and Budha were ordered to pray as they usually have been heretofore on similar occasions. This single fact shows in how low estimation they are held by

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LITERARY NOTICES.

CONVERSATIONS ON RELIGION WITH LORD BYRON AND OTHERS, BY JAMES KENNEDY, M. D. of His Britannic Majesty's Medical Staff .- Philadelphia: Carey & Lea.-No one can look into these pages with out feeling great respect for the pious and learned physician to whom we are indebted for them. Dr. Kennedy, at the time of the conversations which form the subject of his book, was stationed in Cephalonia with his corps—and there was accidentally thrown inte the society of Lord Byron. The good faith, simplicity and earnestness of purpose displayed in the Conversations held with that eminent individual. must preposees all readers in the author's favorand we may add, we think that they cannot be read without leaving the impression that Lord Byron felt most deeply himself the desolation and hopelessness of his own scepticism.

Dr. Kennedy reasons well-was, for a man of a laborious profession, manifestly unusually versed in theological studies and always presents his arguments rather with a view to truth than te victory. We are surprised, we confess, at hearing a British military surgeon quoting in one of the Ionian islands, to a British peer, the works of Professor Stuart, of the Theological Seminary in Andover. It will grieve all well-disposed minds to hear that Dr. Kennedy used in 1827, of yellow fever, in the island of Jamaica-in the midst of an assiduous discharge of his professional duties among the suffering troops. The ournal of his conversations was not completed when he died, and is now given to the world in its unfinished state by his widow. It is altogether a book calculated, we think, to do good-for many will be induced, from its connection with Byron, to read it, who would not possibly be tempted to look a second time at such discussions as it presents, if put forth in a more formal manner.

THE CONSTITUTION OF MAN CONSIDERED IN RELA TION TO EXTERNAL OBJECTS, by GEO. COMBE. Bos. ton: Allen & Ticknor .- To all who have taken any interest in Phrenology, the name of this author is familiar by his Essays on this science. As a writer, his style is clear and easy-as a reasoner, he is lucid and fair; and his object in the work before us all must approve; for it is "to lessen misery and to increase happiness," by pointing out the relation of man to the external world, by explaining the causes of physical organic and intellectual being, and-by showing with Bishop Butler that "in the present state, all which we enjoy, and a great part of what we suffer, is put in our power-for pleasure and pain are the consequence of our actions" to induce men to live in harmony with the laws of their moral and intellectual constitution. The phrcnelogical views of the author are brought forward not to make converts, but to enforce general truths; and in this shape they become important auxilaries.

In the extracts that follow we do not aim at presenting any thing like an analysis of the work, but rather by some striking passages to stimulate our readers to the perusal of the book itself.

Take for example the view given in the annexed passage of the necessity of the operation and power of conscience, and of the reason why it is the provines of that faculty to punish, and not to prevent, transgression :

Conscientiousness exists,—and it is necessary to Conscientiousness exists,—and it is accounted in drawn, but which, we reve that all the divine institutions are founded in positive sensation.

This is a point in acting the acting state. justice, to afford it full satisfaction. which many regard as involved in much obscurity: I shall endeavor in this Essay to lift the veil, for to me

One difficulty, in regard to Conscientiousness,

tually committed, instead of arresting our hands by an irresistible veto before them, so as to save us from the perpetration altogether. The problem is solved by the principle, that happiness consists in the activity of our faculties, and that the arrangement of punishment after the offence is far more conducive to activity than the opposite. For example; if we desired to enjoy the highest gratification of Locality, Form, Coloring, Ideality, and Wonder, in exploring a new country, replete with the most exquisite beauties of scenery and most captivating natural productions, and if we found among these, precipices that gratified Ideality in the highest degree, but which endangered life when we advanced so near as to fall over them, and neglected the law of gravitation, whether would it be most bountiful for Providence to send an invisible attendant with us. who. whenever we were about to approach the brink, should interpose a barrier, and fairly cut short our advance, without requiring us to bestow one thought upon the subject, and without our knowing when to expect it and when not,—or to leave all open, but to confer on us, as he has done, eyes fitted to see the precipice, faculties to comprehend the law of gravitation, Cautiousness to make us fear the infringement of it, and then to leave us to enjoy the scene in perfect safety if we used these powers, but to fall over and suffer pain by bruises and death if e neglected to exercise them? It is obvious that the latter arrangement would give far more scope to our various powers; and if active faculties are the sources of pleasure, as will be shown in the next section, then it would contribute more to our enjoyment than the other. Now, Conscientiousness pun ishing after the fact, is analagous in the moral world, to this arrangement, in the physical. If Intellect, Benevolence, Veneration, and Conscientiousness, do their parts, they will give distinct intimations of disapprobation before commission of the offence, just as Cautiousness will give intimations of danger at sight of the cliff; but if these are disregarded, and we fall over the moral precipice, remorse follows as the punishment, just as pain is the chastisement for tumbling over the physical brink. The object of both institutions is to permit and encourage the most vigorous and unrestrained exercise of our faculties, in ac cordance with the physical, moral, and intellectual laws of nature, and to punish us only when we trans gress these limits.

The next extract we select is to prove how wisely man was endowed with capacity for acquiring knowledge, rather than with intuitive knowledge.

Supposing the human faculties to have received their present constitution, two arrangements may be fancied as instituted for the gratification of these powers. 1st. Infusing into them at birth intuitive knowledge of every object which they are fitted ever to comprehend; or, 2dly. Constituting them only as espacifies for gaining knowledge by exercise and application, and surrounding them with objects bearing such relations towards them, that, when observed and attended to, they shall afford them high gratifi-cation; and, when unobserved and neglected, they shall occasion them uneasiness and pain; and the question occurs, which mode would be most conducive to enjoyment? The general opinion will be in favor of the first; but the second appears to me to be preferable. If the first meal we had eaten had for ever prevented the recurrence of hunger, it is obvious that all the pleasures of a healthy appetite would have been then at an end; so that this apparent bounty would have greatly abridged our enjoyment. In like manner, if, our faculties being constituted as at present, intuitive knowledge had been communicated to us, so that, when an hour old, we should have been thoroughly acquainted with every object, quality, and relation that we could ever comprehend, all provision for the sustained activity of many of our faculties would have been done away with. When wealth is acquired, the miser's pleasure in it is diminished. He grasps after more with increasing avidity. He is supposed irrrational in doing so; but he obeys the instinct of his nature.— What he possesses, no longer satisfies Acquisitive-ness; it is like food in the stomach, which gave pleasure in eating, and would give pain were it with drawn, but which, when there, is attended with little The Miser's pleasure arises from the active state of Acquisitiveness, and only the pursuit and obtaining of new treasures can mainjustice appears to flow through every divine institution.

Lain this state. The same law is exemplified in the tution.

Case of Love of Approbation. The gratification which it affords depends on its active state, and

faculty visits us with remorse, after offences are ac-||perienced by its victims. Napoleon in exile, said. Let us live upon the past: but he found this impossible; his predeminating desires originated in Ambition and Self-esteem; and the past did not stimulate these active powers, or maintain them in constant activity. In like manner, no musician, artist, poet, or philosopher, would reckon himself happy, ever extensive his attainments, if informed, Now you must stop, and live upon the past; and the reason is still the same. New ideas, and new emotions, best excite and maintain in activity the faculties of the mind, and activity is essential to enjoyment. If hese views be correct, the consequences the mind with intuitive knowledge, would not have been unquestionably beneficial. The limits of our been unquestionably beneficial. The limits of our acquirements would have been reached; our first step would have been our last: every object would have become old and familiar; Hope would have had no object of expectation; Cautiousness no object of fear; Wonder no gratification in novelty; monotony, insipidity, and mental satiety, would apparently have been the lot of man.

As a proof and encouragement that life may be both lengthened and more enjoyed by a stricter adherence to the laws of the Creator, the fact stated, in our next extract, is important. It suggests morcover a question of interest to all who insure their lives. Whether the tables now in use for calculating the risk on life be ancient or recent?-since it is manifest that, as the average duration of life in. creases, the premium of insuring it should diminish.

About seventy years ago, tables of the average duration of life, in England, were compiled for the use of the Life Insurance Companies; and from them it appears, that the average of life was then twenty eight years; that is, 1000 persons being born, and the years which each of them lived being added together, and divided by 1000, gave twenty eight to each. By recent tables, it appears that the average is now thirty two years to each; that is to say, by superior morality, cleanliness, knowledge, and general obedience to the Creator's institutions, fewer individuals now perish in infancy, youth, and middle age, than did seventy years ago. Some persons have said, that the difference arises from error in compiling the old tables, and that the superior habits of the people are not the cause. It is probable, however, that there may be a portion of truth in both views There may be some errors in the old table, but it is quite natural that increasing knowledge and stricter obedience to the organic laws, should diminish the number of permature deaths. If this idea be cornumber of permature deaths. If this idea be correct, the average duration of life should go on increasing: and our successors, two centuries hence, may probably attain to an average of forty years, and then ascribe to errors in our tables our low average of thirty two.

Dr. LARDNER'S CABINET CYCLOPÆDIA. Vol. 21.-Philadelphia: Carey, Lea & Blanchard.—This velume is the fourth of the History of Spain and Portugal, and in it, the view commenced in the preceding volume, of the religious, civil, and political state of the peninsula, during the domination of the Mohammedans, is included, and a full view follows of the Christian rule in the same particulars. The government, administration, laws, arts, sciences, literature, and the church, are all treated of with accurate brevity; and Robertson is shewn to be, in his Charles V., as he was shewn still mere signally in his history of-America-a Romancer.

Francis the First, a Tragedy, with other poetical pieces, by Miss FANNY KEMBLE; together with an original memoir, and a full length portrait of the author: New York, Peabody & Co .- This, according to the publishers' notice, is the sixth American edition of this tragedy—so much have the talents of the actress added interest to the writings of the author. Of the merit of this composition—written at sixteen, before the future Juliet, or Julia, or Bianca had a thought of the stage as a profession-we have before spoken as superior to any thing we remember in the history of the early productions of genius. The lighter pieces annexed to it are graceful and pretty. The memoir-which the publisher warns us is forbidden fruit to journalists, a copy-right securing to long appeared inexplicable; it was, how to reconcile with Benevolence the institution by which this mounting in the scale of ambition is constantly exthe interdict; for it strikes us as hyperbolical rant from beginning to end. The engraving is uncommon-[[ed as acted upon by the incidents of life in the upper ly pretty. The printing is not equal to the preten sion of the exterior of this protty pamphlet.

PARKER'S EDITION OF THE WAVERLEY NOVELS Vels. 41, 42, with plates. Boston-and C. S. Francis. New York.—These volumes present St. Valentine's Day-and as they approach the close of the series, maintain the excellence of the preceding numbers, in the execution of the plates, and in typography.-Twelve more will complete the collection, making in all fifty four volumes.

The same publishers now propose to put to press an edition of the Poetical Works of Sir Walter, uniform with this of his novels-to be illustrated with notes, contemporaneous expositions, and various readings, at 62 1-2 cents per volume. It will be a good undertaking, and will supply, at a moderate price, the whole of the works of the man who has, || forgotten. more than any other, contributed to improve and delight the present age.

A NEW DICTIONARY OF MEDICAL SDIENCE AND LI THRATURE, &c., by Robley Dunglisson, M. D., Prosessor of Physiology, &c. in the University of Virginia. 2 vols. 8vo. Boston: Charles Bowen .title of these volumes explains their object. All that relates to the terms of Medical Science; to the nomenclature of science; to the biography and litera. ture of eminent professional men, is to be found here arranged in the ordinary alphabetical order of a dictionary. There is probably scarcely any inquiry of a professional nature which may not find some solution in these volumes-which are printed with the accustomed neatness and accuracy of the Boston press.

THE PHYSICIAN'S POCKET SYNOPSIS, by J. S. Bartlett, M. D., of the Royal College of Surgeons, Lcn don; revised and enlarged by Henry Coley. New-York: G. & C. 4. H. Carvill.—This little volume differs from the work noticed in the preceding paragraph, by affording a manual of practice for the Surgeon and Physician, embracing all the material points in both. It is arranged alphabetically, and supplies brief accounts of diseases, as well as of their modes of treatment.

A Guide to the Orchard and Fruit Garden, by George Lindley, edited by Jahn Lindley, Assistant Secretary of the Horticultural Society of London with Netes, explanatory and practical, by Michael Mey, of New York. New York: G. F. Hopkins 4 Sen.—This work of standard and acknowledged merit in England, is specially recommended to Ame rican patronage by the additions made to it by Mr. Floy-of which many consist in adapting its precepts and practice to the differing meridians of our climate. Another recommendation, in this quarter, will be that Mr. Floy maintains the practicability, with proper care, of producing as good peaches now, as we used to have in former days-denying entirely the seundness of Mr. Knight's theory of particular fruits dying out by old age.

TALES AND NOVELS, BY MARIA EDGEWORTH; HERpers' uniform edition, vol. IV .-- "Manœuvring," "Almeria" and "Vivian" are the tales which com. pose this volume—each of them excellent of its kind, and all differing in character and increasing in attraction, from lively entertainment in the first to vivid and powerful interest in the last. The distinguishing characteristic between Miss Edgeworth's "Tales of Fashionable Life" and most of the fashionable novels which have for a time usurped the place they once so justly held in popular favor, is easily traced. The former paint men-the latter deal chiefly with manners; and while scenes and characters are brought forward, or turn upon the operation of some general principle in human nature in the first, they illustrate bid me not that strain to sing".... The Shepherd's or depend only upon some conventional rale of socie. Gift"—and "I'll follow thy fairy footsteps"—are the

spheres of society; in the other, the artificial disposition engendered by those incidents, is for the most part only represented. Both may be true to their original; but while the latter, like a landscape by a Chinese painter, gives the exact outline and shape of each object in the scene he would represent, the former, with the pencil of a European artist engaged upon the same subject, adds the just perspective and truth of coloring, the ground and atmosphere, by which alone we recognize the approach to Nature in the imitation of her forms. It is to this internal superiority over other works of a similar character, that Miss Edgeworth's writings owe that permanent value, which, among all the fluctuations of taste and fashion, will preserve a place for them in every well selected library, long after many a popular novel is

Of the tales so elegantly republished in this volume of the Mesers. Harpers' uniform edition. Vivian is decidedly the best. It is in fact, when the admirable delineation of character, the arrangement of the story, the grouping of the dramatis persons, and the finished style in which it is written, are considered, one of the finest of all Miss Edgeworth's productions. The conception of two such characters as those of Vivian and Russel, contrasted as they are here, is eminently happy; and the comparative importance of brilliant and aspiring talents, and of clear but humble sense united to fixed resolution of mind, in determining not only the individual happiness and general usefulness of its possessor, but even his chance of honorable distinction, is admirably shown. But it is hardly necessary to show the superior influence of character over talent in the affairs of the world; when in all the concerns of life, it is apparent how surely in the end a strong outstrips a feeble nature in the race of love, wealth or fame,—though one one may wear the winged cap of Mercury and the other have to trail the club of Hercules—though the one may step into Congress from having figured once in a Fourth of July oration, and the other have to work out his political salvation by years of sturdy service at Tammany. Talent alone, is like that gas which can raise the ærenout far above the earth, and propel him-but without the power to regulate his course-through the clouds; while character may be compared to that fluid, which, acting in an humbler sphere, carries the voyager over land and sea and alows him to choose his own track. The last quality, though it must be admitted that she unites a large share of the former to it, is we apprehend the distinguishing characteristic of Miss Edgeworth's own mind: it is the pervading force and justness of her sentiments and style of thinking, which impresses even common places from her pen more strongly on the understanding, than can all the charms of style, the happiest ideas of more brilliant writers. But in noticing works which have so often passed through the ordeal of criticism as these, we can do but little more than repeat the observations of others, as we have here perhaps even our own-made upon former volumes of this same collection. Inasmuch, however, as to the majority of our readers they need not our recommendation, we shall in future let them off more easily.

LESSONS ON SHELLS; New York, Peter Hill, 94 Broadway.—A very excellent and instructive little work, designed chiefly lor children, by the author of "Lessons on Objects;" who originally gave these lessone in a Pestalozzian school at Cheam, Surrey, Eng. They are lllustrated by ten plates, drawn from

Music.-Louisville March and Quick Step-"O ty in the last. In the one, the natural heart is paint-||publications of the week at Arnott's, 137 Broadway.

PAPER

THE SUBSCRIBERS, Agents for the Saugerties Paper Manufacturing Company, have constantly on hand an extensive assortment of Royal, Medium, and Imperial Printing Paper, all made from first quality Leghorn and Trieste Rags. All contracts made after this date, will be furnished with 480 perfect sheets to the ream; and all sales and with 480 perfect sheets to the ream; and all sales are found out of the Rags. All contracts made after this date, will be furnished with 480 perfect sheets to the ream; and all sales amounting to over \$100, of Medium or fayal, out of that part of the stock which includes eassia quires, the purchasers will be allowed an extra quire of perfect paper to each double ream, with additional allowances to the publishers and the trade, who buy largely. The terms will be liberal. Apply to GRACIE, PRIME, & CO., J31 22 Broad Street

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Both Levels and Compasses are in good repair. They have in fact needed but little repairs, except from accidents to which all instruments of the kind are liable. I have found that thy patterns for the levels and compasses have been preferred by my assistants generally, to any others in use, and the improved Compass is superior to any other decription of Geniometer that we have yet tried in laying the rails on this Read.

on this Read.

This instrument, more recently improved with a reversing telescope, in place of the vane sights, leaves the engineer scarcely any thing to desire in the formation or convenience of the Compass. It is indeed the most completely adapted to lateral angles of any simple and cheap instrument that I have yet seen, and I cannot but helieve it will be preferred to all others now in ure for laying of rails—and in fact, when known, I think it will be as highly appreciated for common surveying.

Respectfully thy fr.end,

JAMES P. STABLER, Superintendant of Construction of Baltimore and Ohio Railroad.

Philistelphia, Esbruary 1832

Philadelphia, February, 1883, Having for the last two years made constant use of M Young's "Patent Improved Compass," I can safely say I believe it to be much superior to any other instrument of the kin new in use, and as such most cheerfully recommend it to E gineers and Surveyors.

E. H. GILL, Civil Engineer. now in use, and as suc gineers and Surveyors.

Germantown, February, 1838.

For a year past I have used instruments made by Mr. W. J. Young, of "histolephia, in which he has comoined the properties of a Theodolite with the common Level.

I consider these instruments admirably calculated for laying out Rairoades, and can recommend them to the notice of Engineers as preferable to any others for that purpose.

HENRY R. CAMPBLLL, Eng. Philad., ml 1y

Germant. and Norrist. Railroad.

TT GRACIE, PRIME & CO., 22 Broad street, have on hand the following Goeds, which they offer for sale on the nost favorable terms, viz :

nost favorable terms, viz:
200 qr casks Marseilles Madeira, entitled to debenture
100 cases White Hermitage
50 do. Bordeaux Grave
4 cases Gum Arabic
2 cans Oil of Orange
8 casks French Madder, ESFF
2 do. do. SFF
10 do. Danieh Smalte, FFFE; 20 do, Saxon do.
8 do. Small do.; 20 kegs Tartaric Acid
200 kees Balmotre.

8 do. Smail do.; 20 kegu larrance acon.
200 kegu Salipetra.
200 bales superior quality Italian Hemp.
20 tone Old Lead.
300 barrela Western Canal Flour.
500 do. Richmond country do.
100 bales Florida Cotton; 20 do. Mexican do.

10 do. Sea Island do. 200 do. Leghorn Rags, No 1. 100 do. Triesta do. SPF 100 do. do. de. FF

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20 cases white and dark ground, fancy and full Chintz Prints,
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18 do. do, do, Merinos
5 do Italian Institut

9 do. assarted colored Circussians
18 do. do. herinos
5 do Italian Lustrings
1 do. 36 inch Cravats
9 do. Jet black Bombaxines
9 do. Printed border Handkerchieß
2 do. White Diamond Quiltings
2 do Furniture Dimittes
90 pieces Engl. Brown Shirtings, 33 in.

entitled to deben-(ture.



METEOROLOGICAL RECORD FOR THE WEEK ENDING MONDAY, APRIL 1, 1833. TEPT IN THE CITY OF NEW-YORK.

(Communicated for the American Railroad Journal.)

Date.	Hours.	Thermoneter.		Winds.	Strength of Wind.	Clouds from what direction	Weather and Remarks.
Tuesd. Mar. 26	6 a. m.		29.78	WK-WK	moderate	WSW	fair ·
	10	42	.85	MM	fresh	l	l
,	2 p. m.	45	.86				ł
	6	40	.92		1		
	10	36	30.01	• •	1		٠٠
Wednesday, 27	6 a. m.	32	.05	••	moderate	,	clear
•	10	44	.08				••
	2 p. m.	46	.02	8W	1		fair_hazy
	6	42	.02	• •	•••	'	hazy
	10	40	.01	••		88W	l ¯′
Fhureday, 28		30	.10	nw by n	light		••
	10	40	. 13	• •	1 :- 1	wsw brisk	ļ ,.
	2 p. m.	43	.00	WWW-WE	moderate	••	
	6		29.97	и by w	••	••	fair
	10	37	.94	, ••	l:	,.	••
Friday, 29			.89	NNW	light	•••	••
-	10	34	.91	• • •		••	••
	2 p. m.	45	.81	W-NW	moderate	••	••
	6	43	.81	NW .	:	. ••	••
	10	40	.89	••	light		l <i>:</i> ·
Saturday, 30	6 a. m.		.99	w	l		clear
	10	40	30.05	WNW	freeh	ĺ	! ··
	2 p. m.		29.98	••	moderate		••
	6		30.02	• •			••
	10	44	.09		1		••
Sunday, 31	6 a. m.	40	. 16	sw	light		••
1	10	50	. 19				· ·
	2 p. m.		.09	sw by w			••
İ	, D	55	.02	••			••
	10	50	.05	•••	1:4.]
Monday, Apr. 1		43	.08	Wsw	light		· · · moderately smoky, or dry fog
	10	50	.10	sw by w	faint	ł i	l ··
	2 p. m.		.06	••	light	1	·•
	1.6	60 54	.02	••	faint	1	· ·
	110	J-2	1 .03	••	l varme	'	1 ••

Average temperature of the week, 43.77.—Maximum of the barometer in March, on the 14th, 30.52—Minimum on

A verage temperature of the west, 43.77.—maximum of the bardineer in states, on the 12th, 39.57.—Range 0.95 inch.

The winds for the month of March were Northeasterly, including North, during 291 periods of observation; Southeasterly, including E, 21; Southeasterly, including S, 491; and Northeasterly, including W, 47.

The observations of the highest atmospheric currents, as indicated by the clouds during the month, are as follows from the Northeastern quarter, 4; from the Southeastern, 4; from the Southeastern, 25

	CHARLESTON, S. C.											
		The	1 120	metr			MONTREAL, L. C.					
Date.		g	Ė	E	Wind.	Weather.	Date.	Toerm	ometer.	Baror	neter.	Weather.
		7.	<u>د</u> ت	å			Date .	7 a.m.	3 p m.	7 a.m.	a p ın.	weather.
January	1	61	64	61	8	c oudy—rulay moraing	Jan. 1	38 x	48 X	29.88	30.48	rain—fair
••	5	58	67	62	NE		" 2		29	80.69	.62	fair
• •	3		67	61	E		" , 3, .		81	.41	. 23	
4.6	4	58	63	61	NE	cain	4	35	49	.04	.06	rain—cloudy
4.	5	55	63	61	-::	cloudydrizzle	" 5	83	23	.13	29.97	
"	*	36	73	64	W	fulr	" 6	37	29	29.84	.81	fair
•6	7	57	70	64	9W	cloudy—rain at night	" 7	18	13	80.QJ	30.02	••
44		84	49	43	NW	1.00	* 8	23	30	89.94	29.85	••
	9		57	SI	sw	fair	" 9	25	38	.54	.63	••
46	10	43	42	29	W	cloudy—a little snow	14 10		83	.48	.61	••
46	11	20	35	31	••	i	" 11		4	.69	.96	l
	12		32	42		fair	" 12	3	14	.96	.98	snow—fair
44	13		48	48	8	cloudy—rain at night	4 13	21	28	.92	.77	
44	14	18	59	49	w	cloudy-drizzle	4 14		- 5	.67	.99	—la!r
4.	15		89	59	E	1	" 13		12	.45	80.21	
• 4	16		60	32	8W	rain in morning	" 16		. 25	.24	29.47	
• •	17		4:1	87	N	· · ·	" 17	19	3	30.33	30.25	fair
• 6	15	30	52	42	• •	lair	" 18		8	29.96	. 20	
**	19	84	416	45	NE	l	" 19		13	30.76	.45	١
44	3:1	42	47	50	••	1	4 20	23	34	.18	.64	fair—snow
**	21	44	66	54	×	1	1 " 11	32	40	29.79	29.87	••
44	22		61	5.5	••		" 22	37	50	.67	.16	
• 6	23	50	61	& G	••	[· ·	4 28	27	33	30.20	30.17	
••	31	ಎ	56	51	N	cioudyirizzio	" 21	23	48	.11	.06	
44	25		56	48	W	l	" 25	29	30	29.53	29.34	snow
64	26	36	48	48);	fair	" 26	3	11	30.30	10.88	lair
••	27	40	58	46	8		" 27	0	19	.37	. 22	••
• •	20		60	47	E	1	" 23	6	11	.12	.27	••
- 64	29		60	66		cloudy—rain	. 90.	6	11	.36	.18	
44	30	63	61	48	8	ruin-hazy rain at night	" 30	10	22	29.84	29.87	snow-fair
44	31	56	64	60	8W	cloudy-drizzle at night	** 31	0	11	.03	80.01	fair

DEATHS.

Yesterday, after a tedious illness, JANE Nicoll, wife of John snison, Jr. in the 20th year of her age.

In Havana, on the 6th inst. James Bownofn, Esq. of Boidest son of the Hon. Thomas L. Winthrop, aged 38 years

Yesterday morning, PETER WESTERVELT, son of John Varrunt, aged 15 months.

On the 98th February, at Paré, Brazil, Mr James Louson, of Arbroath, Scotland, in the 33d year of his age.

The circumstances of his death, which was occasioned by a fall from an elevated window during an attack of somnambu-lism, rendered his loss peculiarly distressing to a large circle of friends, whose esteem he had won.

This morning, after a short and painful illness, WM. Syrks, aged 51 years, late from England, and formerly of the New York Coffee House, William street.

At Montreal, 22d ult. Jane Hughes, wife of T. S. Brown, and 21.

On Monday morning, April 1st, FRANCES A. HOFFMAN, wife of Murray Hoffman, Esq. Yesterday, after a lingering litness, STUART MOLLAN, Jr. in the 27th year of his age.

Yesterday afternoon, JOHN H. MARRETT, aged 45 years

On Monday morning, MARTHA CHURCH, daughter of Jan W. Otis, aged 5 months.

This morning, 2d April, of consumption, Mrs. ELEANOR, wif of Thomas C. Hurlick, in the 31st year of her age. On the evening of March 28, Mrs. Caroline, wife of Andre G. Bell.

Early this morning of consumption, Mrs. SKERRETT, for of Athy County, Kildare Ireland.

At Rome, on the 15th of January last, of consumption, William Herry Elliott, of New-York, in the 22d year of hi

This morning, Alpred Alexander, infant son of Captai Wm. R. Hoodless.

At Fredericksburg, Virginia, aged 75, Abraham Maury, soldler of the Revolution.

REPORT OF DEATHS-WEEK ENDING SATURDAY, MARCH 30.

Between the ages of							
90 and 100—1 50 and 60—3 10 and 90—80 and 90—0 40 and 50—8 5 and 10—70 and 80—5 30 and 40—11 2 and 5—16 and 5—2 30 and 30—16 1 and 9—30 30 and 30—16 1 and 9—30 30 and 30—16 1 and 9—30 30 and 30—16 1 and 9—30 30 and 30—16 1 and 9—30 30 and 30—16 1 and 9—30 30 and 30—16 1 and 9—30 30 and 30—16 1 and 9—30 30 and 30—16 1 and 9—30 30 and 30—30 30 and 30 and 30 and 30 and 30 and 30 and 30 and 30 and 30 and 30 and 30 and 30 and 30 and 30 and 30 and 30 and 30 and 30 and 30 and 30	3 2 0 6						

ADSCESS	TITAGROL CLARTS
Apoplexy 1	Inflammation of bowels
Burned or scalded 1	Inflammation of brain
Casualty 2	Inflammation of chest
Childbed 1	Intemperance S
Consumption31	
Convulsions11	Measies
Diarrhœa 1	Old age S
Dropsy 1	Peripuemony
Dropsy in the chest 1	Stillborn !
Dropsy in the head 6	Suicide 1
Drowned 1	Tabes mesenterica
Dyseptery 1	Tecthing
Fever, bilious 1	Unknown
Flux infantile	Wheoping cough
	FEPHENS, City Inspector.

13- 200 MEN, and 100 HORSES and CARTS, to work in the Troy and Bennington M'Adam Turnpike. Apply to WALLACE & ANTHONY, 36 North

Second street, Troy.

TOWNSEND & DURFEE, of Palmyra, Manuacturers of Railroad Rope, having removed their establishment to Hudson, under the name of Derfee & May offer to supply Rope of any required length (without splice) for inclined planes of Railroads at the shortest notice, and deliver them in any of the principal cities in the U. States. As to the quality of Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson and Delaware Canal and Railroad. Company Carbondel. Lynary County, Pennsyl road Company, Carbondale, Luzerne County, Pennsyl

Hudson, Columbia County, New-York, January 29, 1833.

£31 eF



MECHANICS' MAGAZINE,

Register of Inventions and Improvements.

To the Mechanics of the United States. In this populous and enlightened country, almost every description of persons can obtain knowledge and amusement, connected with their peculiar pursuits, through the Medium of the Journal or Magazine especially devoted to their interests. The Theologian, the Farmer, the Philosopher, the Sportsman, and even the Plough-Boy, has each his journal, where he can find a record of the pessing events of the day, connected with his peculiar avecations, and recreation. Hitherto, the Mechanics (who form a large and most important portion of the community) have had no Journal to which they could turn, with the certainty of finding that information they desire—no periodical, of which they could with confidence say,

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In the hope that the attempt to supply such a want, at a price so reasonable as to be within the reach of all, will meet with your active support, the subscriber proposes to publish on the first day of each month a "Meckanics' Magnetics." meet with your active support, the subscriber proposes to publish on the first day of each month a "Mechanica' Magazine." It will contain a well digested selection of the most useful and interesting articles from the London Mechanica' Magazine, London Register of Arts and Sciences, Repertory of Inventions, Library of Useful Knowledge, Journal of the Franklin institute, and other works connected with the Arts and Manufactures published in this country and in Europe, accompanied with numerous well executed engravings. Its pages will be open for the communications of all, and especially for those of the Practical Artisan, to whose interests it will be more particularly devoted. devoted.

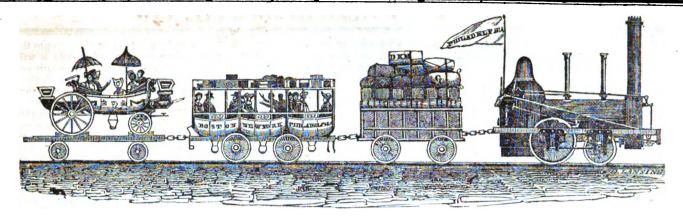
The "Mechanics' Magazine" will contain also a due portion of the occurrences of the month. Scientific and Lit. rary, Reviews of Books, Anecdotes, Economical Receipts, Reports of the state of Mechanics' Institutions, and other Scientific Societies in this and other countries.

37 In order that the work might be produced to the entire satisfaction of those for whom it is designed, and with credit to myself, I have secured the aid of a gentleman who was for several years engaged in publishing the London Mechanics' Magazine-a work of great merit and extension, and which Dr. Berkbeck, the President of the London Mechanics' Institution pronounced as the most valuable gift the hand of science ever offered to the Artizan

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D. K. MINOR, 35 Wall street, New-York.



AMERICAN RAILROAD JOURNAL, INTERNAL IMPROVEMENTS. ADVOCATE OF

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

D. K. MINOR, EDITOR.]

SATURDAY, APRIL 13, 1833.

[VOLUME II.—No. 15.

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Summary; Foreig Literary Notices . .

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, APRIL 13, 1833.

We understand that the Ithaca and Owego Railroad Company are about to apply to the capitalists of this city for a loan, upon terms similar to those offered by the Paterson Railroad Company. We understand from a highly intelligent friend, who has been favored with an inspection of a few sheets of the first Report of the Company, now in press, that it appears beyond a question, that the first year's nett proceeds of the road can hardly fall short of 20 per cent. on the amount of capital necessary to complete the work. Prior estimates, indeed, make the amount nearer 30 per cent.; but as the Report is to be circulated at the time that the Company advertise for the loan, they who have investments to make may examine for themselves. The result, however, by no means astonishes those who are at all acquainted with the immense amount of business and travel passing through the region traversed by this city. passing through the region traversed by this city. The whole distance as now travelled is road—nor will it surprise any one who is at 145 miles. The Steam Car accomplished the the pains to inquire into the resources and actual business of the southern tier of counties of iron and several passengers. The Augusta with their Pennsylvanian connexions. Chronicle of the 27th remarks, that "this is with their Pennsylvanian connexions.

eighth of the canal toll was paid, in the year 1829, at the Montezuma Collector's office, which was the revenue office to the Cayuga Railroad is con Lake business; and a New-Yorker would hardly believe that 350 tons of butter and lard leave Ithaca every season for his city! We shall gines, (the "LIVERPOOL" and the "PIONEER,") Il sumption of fuel.—[London paper.]

look with much interest for the appearance of lately imported, have been placed upon the conveyed by our highly capable informant, we the construction of the Road, given perfect sacan hardly conceive more advantageous stock tisfaction. This increased facility will enable speculations and investments than will be unfolded by its contents. For what can be a more which was occasionally experienced by the secure loan, than the mortgage of property on which \$165,000 has been expended, for \$145,000 one Engine upon which to rely for the purpomore, to be laid out in completing the work? lation, than the privilege at any time, within three years', of converting any part of the loan into stock at its per value? In the coaches drawn by the "PIONEER," for into stock at its par value?

We predict, that as certainly as the Itlaca Bank divides 10 or 12 per cent. a year, so surely the Ithaca and Owego Railroad Stock will, in three years time, divide 30 per cent. on its ca-

ALABAMA RAILROAD.—At a meeting of the stockholders of the Railroad Company at Courtland, the following gentlemen were elected directors for the next ensuing twelve months, viz: Ben. Sherrod, D. Hubbard, P. W. Taylor, H. W. Rhodes, Jas. T. Sykes, J. B. Wallace, Mr. Leach, D. S. Goodloe, Jas. Elliot, J. L. McRae, B. Merrill, Jas. Fennel, M. Tarver. The officers are, B. Sherrod, President; D. G. Ligon, Secretary; Dr. J. Shackleford, Treasurer; D. Deshler, Engineer.

We are enabled to state that a large additional supply of railroad iron is just received from Liverpool, and that other materials are likely to be furnished as fast as they may be required All that is requisite now to enable the contractors to progress with renewed energy, is a little fair weather. The first annual report of the engineer is now preparing for the press, and will be forthcoming in a few weeks.—[North Alabamian.]

Our Railroad.—The Charleston Mail was delivered in Augusta, on Tuesday morning last, at about 5 o'clock, in 224 hours after it left this Few are aware of the fact, that nearly one-on the route, and affords an earnest of the future success, and rapidity of travelling, which will be attained when the entire route of the Railroad is completed to Hamburg."-[Charles-

THE RAILROAD.—The two Locomotive En-

this Report; and, judging from the information Railroad, and, we are pleased to learn, have, ses of transportation.

As an evidence of the power and speed of And how can there be a better chance of specu- these Engines, it is only necessary to state the fact that, on Monday morning last, a party of the purpose of attending Greensville Court, re-mained at the Court House about two hours and a half, and returned to town by six o'clock in the evening—the whole distance being 82 When the necessary delays at the semiles. veral depots are taken into consideration, this trip will, we think, justify the assertion that they cannot "order these things better in France."—[Petersburg. Intel.]

> MANCHESTER AND LEEDS RAILWAY .- There. is some talk of the revival of this great public undertaking, but the disgust of the gentlemen engaged in the former application to Parliament at the treatment the interests they represented experienced in the committee of the Commons, where one set of members heard the case, and another set, who had not heard it, decided against those claims, forms a serious impedi-ment to the renewed application. Let us hope that a reformed Parliament will have reformed committees.—[Leeds Mercury.]

> LONDON AND GLOUCESTER RAILWAY .- The establishment of a railroad between London and Gloucester is contemplated. One tunnel will be necessary, of about two miles in length. The surveys have been made, and it is calculated that, including all expenses, it will take £13,000 per mile to complete it. It is intended to terminate at Paddington.

Newly-invented Railroad .- Our attention has been again drawn to the National Gallery of Practical Sci-Railroad, recently invented by Mr. Richard Badnall, whereon a locomotive carriage travels with a rapidity far exceeding that of a similar one when moving upon the common or level railroad, the propelling power being the same. The carriage model is work-ed by machinery, on three differently constructed roads; and the object is to prove, that a much less power is required to obtain the same speed on the un-dulating than on the level road, and of course, that, by availing ourselves of the irregular surface of the ground, railroads may be constructed much cheaper than heretofore, and with an evident advantage in the lighter construction of the engines and the con-

bring the following description of Mechanic Improvements within the knowledge of some persons interested in their use.

I think it will be soon found that where Railroads of great extent terminate in cities at one place, inconvenience will attend the management of the business. Most of the loading will be the produce of the soil—of mines and of accumulated in this city annually. so much as may be saved in the transportation. The following modification of a city railway and carriages will probably be found convenient. At present I propose to give their outline and effects; and in a future number, the details, with a plate, should it be found desirable.

The carriage must have the usual properties of the railroad waggon, its stiffness and flanches-and of the city carriage, its flexibility and tire. It must now run on an edge rail, and now on the street: the rails must change their principle at the point where the locomotive engine stops, and the horse is attached to convey each carriage to its destination.

On this city track, into which the other suddenly changes, the wheels run on their flanches, somewhat widened, and formed of wrought iron, guided by the horse, who has his path marked out by its depression between the rails, and being a little on one side the middle, and his shafts shifting a little to conform to it; NO OTHER carriage travelling with its horse in the same path will run on the rails.

One track will answer, if the contiguous pave ment and the middle is smooth paved, with cemented fragments, so that the carriages going in opposite directions may turn out for each other. 'The ordinary travel may be expected to give place to railway carriage for the moment they are passing, as when it enters on the city track, it becomes a city carriage; its forward relations to the perch, turn corners, and follow wherever the track leads—when, to return, the shafts are shifted to the other end-the now hind axle is fixed, and the other released—and there, also, the same fine water, free from all on reaching the railroad, both are secured square. But while on the railway of the city, the wheels must revolve independently of each other, yet retain the advantage of fixedness on public uses into this city, here is a method which, their axles, and of the friction saving apparatus belonging to them. The model will satis-factorily exhibit the consistency of these pro-

The iron rail may be about six inches wide nearly flush with the surface of the stone line. It will be of consequence that the street should be kept clean where a flush track is placed along its centre, and with this view tubes may be sunk on the higher parts of the street to raise water from the deep rock veins that are found under each of our three principal cities, and the general cleanliness of the street would be the consequence.

Indeed, the whole street would be improved as it is likely the systematic pavement required in setting the track would so contrast with the rough slight mode now customary, that before long it will be relinquished, as this branch of public expense is susceptible of much more economy in this perfect way in the long run. According to the several charters already

granted, there will be four great railroad routes from this city. The business of three of them The business of three of them must cross the ferries, and will more conveniently do so in the same waggons to enter on distributing railways.

In the competition about commencing be. in summer, a small stream, enough only for one New-York, April 6, 1833.

On City Railways and Water-Works, and Some | tween our great sea-ports for the western trade, | mill, and runs too low to flow onto this island. Account of the Application of Steamboats to assisting Vessels over Shoals. To the Editor of the Railroad Journal May widely circulating Journal may reing the following description of Mechanic Immust do this. There must be no sacrifice of enough to now on the state government should be under some disadvantage. New-York will be under some disadvantage. New-York will be under some disadvantage. The financial power of the state government by-an'-by, as much as the southern alluvially by-an'-by, as much as the southern alluvially by-an'-by, as much as the southern alluvially the moneyed interest is alone relied on. This is stong indeed, if united; but just calculation must do this. There must be no sacrifice of enough to be brought with the required slope. interest, but certainty of ample recompense and this the Legislature may make certain by liberal charters. There is no other way of uniting capital in public works but this; and this is the best way, especially if the state and city take a part of the stock, and the undertaking is a perpetuity, with banking privileges.
It is calculated that about ten millions are

A considmanufacturing industry—increased in value by erable amount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as aqueduct, and thus in time derive a mount also somes from Europe, and bank as a other parts of our country. Perhaps there is to be no better form of property than the few the bulky produce of the soil and the coal mines, and carry back direct, and therefore cheap large returns of merchandize.

> This growing city, thus to become the centre of American commerce, is still however unsupplied generally with that article of prime ne cessity, pure water; and yet no city in the Union might be so fully and agreeably supplied. Hav ing mentioned the expedient for keeping the proposed railway clean, I will with your leave go a little further into the explanation of that subject, referring to my recent publication, which contains the results of surveys, geological maps and considerations, which go far towards showing that this city must mainly rely

on its deep subterraneous sources.

The range of stratified rock which affords this fine water happens to cross this city. It is about seven miles wide in the county of Berkshire, Massachusetts, and comes to the surface in strata dipping westward; it yields excellent water there when the wells are excavated into t. From thence it is distinctly traced along the west of the Housatonick, between the Croton and Bronx, giving out copious springs which, in fact, form the ponds at the head of these streams; continuing southward it forms the greater part of this island, and here gives forth the large quantities which the great well River. phia and Baltimore again re-appears, and affords mineral taint and hardness.

Therefore, however otherwise the public mu nificence may finally decide to bring water for at moderate expense, will afford a sure supply

to families.
The required capital to give it liberally and cheaply to the whole city, can only be embedied under an incorporated company, with banking privileges, which would have probably been obtained the present session, had there not been unexpected impediments in the contrariety of opinion prevalent on the subject. Delay cannot, however, change the facts ascertained. They are in the nature of this kind of rock, and will, with the patented instruments, which reach and raise it at one-tenth the expense of excavated wells, be the foundation of an application to the Legislature the next session—for which the company will now forth-with begin to form, by the aid of philanthropic individuals, and probably operate, trusting that the guardians of the public weal will not refuse to concur, to sanction, and even to join in the work, as there can be no reasonable doubt that this must be the mode of supply. The surveys have shown, with the practical considerations I have pointed out, that the head of the Byram is not and cannot be ours; nor, were it so, is it worth the expense of obtaining under such un-I have shown that the Bronx is certainties.

onto this island, and is a very inadequate an uncertain source even at great expense: all which leads me to think that the rock water veins, as natural aqueducts, will be preferred; and were the city corporation, after succe to have the power of always increasing the stock as much as they might choose to put in, to extend the supply, the city would at length hold a predominant part, as well in the proposed ritable institutions. But I do not see, as patentee (with Mr. Disbrow) of these instruments, railroads that are to be, or can be made from this how this is to be done, without a beginning, great centre of commerce, as they must bring by a chartered company, to embody the capital required for the first ten or twelve years. There must be a private interest concerned in the general extension of the supply. Whoever will read Col. Clinton's Report, and especially my Supplement, with the quotations from it, will be convinced that this city cannot be otherwise very soon accommodated, generally, with good water.

But were it otherwise, when a boring that cost \$1,000 gives water enough for 600 families—and when one that would now cost \$5,000 gives enough for 2,000 families—it can scarcely be considered a doubtful operation as to quan-

The Common Council, however respectable individually, is not a sufficiently permanent body, personally, for great undertakings. We have seen it to be necessary even to commit the investigations to a commission, and Philadelphia appointed her permanent Water Committee A company, therefore, in which the city and state may take stock, and that may be carried through by one Board of Directors, is the best

Having thus described two improvements applicable to use in our central cities, I will ask leave to mention another likely to be useful in some places at the south, and on the North

Having an interest in the general adoption of the late improvement in Steamboats by Blan-chard, well known as a very successful mechanician, it has, in perceiving the trouble-some delays at the Overslaugh Shoal, below Albany, occurred to me that it would be easy to apply the power of the steam-engine in this kind of boat, to the lifting up and carrying vessels over shoals.

This kind of steambout is exceedingly light, stiff, and strong, and carries her impelling wheel in the stern, and operates very powerfully in as-

cending several of our most rapid rivers.

With two of them I form the steam camel. Between them a cradle of covered chains receives the vessel to be raised. The boats have each two masts. The engines draw these masts towards each other, heeling the boats inward. The chains are at the same time wound up. On releasing the masts the buoyancy of the steamboats lift the vessel, or barge, with the reaction of all the power used in producing it.

The three now share the load. This machine is probably applicable to the shoals of the De-laware, and the bars and shoals of some of the southern rivers in North Carolina and Virgi-This sort of boat is peculiarly well suited nia. to the Lake navigation, carrying her impulse in the stern, and being capable of great length, with strength, and of sailing on a wind, yet using her engine.

These three improvements may be the subject of contracts, into which I am disposed to enter, as having a legal special privilege for a long time to come, relative thereto.

JOHN L. SULLIVAN, Civil Engineer.



Manufactories, Botanic Garden, of Liverpool. and Railway connecting Liverpool with Man-chester. By B. P. [From the New-York Farmer and American Gardener's Magazine.]

Liverpool, though situated in the most extensive manufacturing county in the kingdom, is met in itself, properly speaking, a manufactur-ing town, still many branches of manufactured articles are on an extensive scale, viz. Potteries. brewer ... ioundries, &c. The making of files, watches, watch movements and tools used by watch makers, is carried on to a greater extent probably in Liverpool and its environs than in any part of the kingdom. There are also extensive manufactories of chain cables, anchors, steam engines, &c. There is also an establishment for glass staining in landscape, figures, or ornaments; the art is brought to a high degree of perfection, and has a most beautiful effect in church windows.

The Botanic Garden is pleasantly situated in the environs, and is enclosed by a stone wall with two ornamental lodges at the entrance, and a very large conservatory. It appears to be under the eye of those who have not only the taste but the means of gratifying it, as every thing appears to be of the most permanent construction. The taste for botanical studies, and the establishment of such a fine garden as that at Liver-pool, is worthy of imitation by every large city. To describe the contents would be tedious; suffice it to say, the garden appeared to contain every species of useful and ornamental fruit or flowers. Strangers are admitted by taking a note from any of the directors to the superintendant.

Liverpool abounds in fine public buildings, charitable and literary institutions, several fine monuments, &c. but I pass over them to give you a short description of the railway which connects it with Manchester, and which is probably one of the most stupendous under-takings of the age. The work was commenced in June, 1826. The entrance commences in Wapping, near the Docks, and passes under the town in a gentle curve to the right or south-east, till it reaches the bottom of the inclined plane, which is a perfectly straight line 1,980 yards in length, with a uniform rise of \$\frac{3}{4}\$ of an inch to a yard. The tunnel under the town is 22 feet wide and 16 feet high, the sides being perpendicular for 5 feet in height, surrounded by a semi-circular arch of 11 feet radius—the total length is 2,250 yards. It is whitewashed throughout, and illuminated with gas. At the upper or eastern end of the tunnel, the traveller erges into a spacious and noble area 40 feet below the surface of the ground, cut out of the solid rock, and surmounted on every side by walls and battlements. A massive Moorish archway stretches across the road, close by the engine houses, which are employed in the generation of steam power to draw goods from the mouth of the tunnel in Wapping, and the carriages with passengers through the tunnel on their return from Manchester. Crossing the street the road descends for five miles and a half at the rate of 4 feet in the mile. At a little distance it is carried through a deep marl cutting, under several stone arches, beyond which is the great rock excavation through Olive Mount; the depth is 70 feet.

A night journey through this artificial ravine must be highly interesting and sublime; a few minutes suffice to carry the traveller to the magnificent embankment between Broad, Green, and Roby, which in fine weather presents a portion of the most interesting and varied landape which meets the eye during the journey to Manchester. On the right a superb line of trees partially bound the view for some distance, when Childwald Vale bursts upon the sight, with its gently rising green slope; on the side of which the church peeps through the trees, and forms an object of uncommon interest; its dark red color firmly contrasting with the masses of fine green foliage by which it is sur-

"—— The land was beautiful:
Fair rose the spires, and gay the buildings were,
And rich the plains."

The Abbey of Childwald and its grounds dis- arches finally conduct the railway to the Complay themselves still farther in the rear; Roby pany's station. The bridges alone, exclusive of Hall and domains, with the richly wooded townships of Little Woolton and Halewood, the lofty back ground of Runcorn in the distance; on the left, Summer Hill and its beautiful grounds, a richly cultivated country, broken up into picturesque variety by the nature of the ground and the varied bodies of foliage and forest scenery which mark the sight of Knowsley Hall, a glimpse of which may be caught en passant. The venerable tower of Huyton Church rising above the trees seems to dispute Church forms a conspicuous object a little more to the left. On the summit of the hill, eight miles from Liverpool, begins the inclined plane at Whiston, which rises at the rate of $\frac{3}{1}$ of an inch in a yard, and is a mile and a half long. About half a mile from the top of this plane the turnpike road from Liverpool to Manchester crosses the line of the railway, by a substantial stone bridge of very curious mechanical con-struction. We then soon come to what is called Parr Moss, the depth of which is about 20 feet; and here the material forming the railway, as it was deposited, sank to the bottom, and now forms an embankment in reality 25 feet high, though only 4 or 3 feet appear above the surface of the Moss.

The borders of this waste are in a state of increasing cultivation, and carrying the railway across this Moss will hasten the enclosure of the whole area. Leaving Parr Moss the great valley of the Sankey speedily breaks upon the sight, with its canal at the bottom. Over this valley the railway is carried along a magnificent viaduct of nine arches, each 50 feet span, the height from the top of the parapets to the water in the canal being 70 feet, and the width of the rail way between the parapets 25 feet; from this spot a splendid prospect of the country is obtained, with the meanderings of the canal through a richly wooded country, where the vessels which navigate the Mersey may frequently be seen moving along the canal, impelled by the wind apparently through fields, with all their canvass set, amidst trees and rising grounds, forming a view at once unique and picturesque—whilst the most distant part of the landscape, Newton race-course, and a luxuriant back ground, on the left, with Barton wood, Winwick spire, and all the varieties of a rich agricultural country, embracing the lonely vale through which the canal runs towards the Mersey, on the right, presents a scene on which the eye delights to rest. A distant view of War-rington with the upper reach of the Mersey and Helsby Hills in the distance, form prominent objects. On the other side of Newton is the great Kenyon excavation, near the end of this great Kenyon excavation, near the end of this cutting the Kenyon and Leigh junction railway joins the Liverpool and Manchester line, pointing to the two towns respectively; this railway, at the same time, by means of the Bolton and Leigh line, perfects the communication between Bolton, Manchester and Liverpool. Beyond Bury-lane and the small river Gless or Glazebrook, lie the borders of the far-famed Chat Moss.

This barren waste comprises an area of about 12 miles square, varying in depth from 10 to 35 feet, the whole Moss being of so spongy a nature that cattle cannot walk over it, but it is now under a process of draining and cultivation: over this morass the road is carried. There is little of interest in the scenery except on the left, Worsley Hall and grounds, Tidsley Church, with the back ground of Billinge Hills. Having accomplished the passage of the moss and traversed the Barton embankment of about one mile, the railway crosses the Worsley Canal, and here the traveller first sees indications of a manufacturing district. Cotton factories begin to appear, and as the road approaches Manchester the scene acquires additional inte-

the culverts and foot stages, are sixty-three in number, which have cost the Company £99,065 11s. 9d. As an instance of what may be accomplished by the railway, the following is annexed, which took place in February 1831.

The Locomotive Engine, called the Sampson, started from the tunnel mouth with thirty loaded waggons, occupying a line of 120 yards long. The weight of the whole was as follows: Gross weight, 151 tons.

Tons. Net weight of Oats and Sacks 82 10 Do. of Merchandize 24 15 Do. of 15 persons 00 Ô

108

5

She performed the journey to Manchester, a distance of twenty-nine miles and three quarters, in two hours and thirty-four minutes, including a stop of thirteen minutes for taking in waterher greatest speed was twenty miles per hour, and the average about twelve miles per hour. Although the railway cost £820,000, equal to \$3,630,800, still the profits are such that the shares bear a very high premium. The arrival of an American in a place like Manchester is generally attended with unpleasant sensations; the coach generally leaves passengers at the "Bridgewater Arms," an old inn, and more worthy of a preference from its antiquity than its excellence. A little observation will soon learn a traveller that passengers arriving in the coaches do not receive the attention that those who come in a post chaise or private carriage do. Appearances often command respect and attention even in our republican country, and in all countries often take the place of worth.

Manchester is larger than Liverpool, and is second only to the metropolis. Many of the dwellings and warehouses are built on narrow and crooked streets, principally of brick, of a very dusky hue, which is much increased by the coal smoke from the numerous manufactories and dwellings, hence they have a dark and gloomy appearance, which is much increased by the very frequent rains which fall in Man-chester, and which are attributed to the mountainous regions in the vicinity. Few places are less interesting than Manchester, excepting always her manufactories; and the misery, want and wretchedness of the operatives would almost make one wish that manufactures had never advanced, and ancient modes of the wheel and distaff been confined to private families as formerly. A writer remarks, that of the thousands that throng Manchester, crowded together in narrow streets, where the everlasting din of machinery is heard, you scarcely see a person whose appearance bespeaks comfort. ever, we saw some interesting objects, which I will describe in my next.

Yours truly,

THE CHIRAGON, OR GUIDE FOR THE HAND. Mr. Wm. Stidolph, a schoolmaster at Blackheath, has invented an apparatus to which the name of Chiragon is given; by the assistance of which, a person who has become blind after learning the art of writing, may continue his practice without the risk of confounding words or lines together. It consists of a frame, with a raised margin, upon which margin is placed a narrow piece of wood, having a groove to receive a corresponding key that is attached to a collar or bracelet for the wrist. In the sides of the frame series of notches are cut, into which the grooved piece of wood is placed successively so as to form the regular intervals between the lines, whilst the hand is permitted by the collar to pass freely from the left to rest from the presence of several country seats.

The immediate approach to Manchester is through Salford, over the river Irwell; a very handsome stone bridge and a series of splendid of the length of the paper used. The writing is effected with Mordan's patent pencils; and we have proved the efficiency of the invention, by writing a letter with its guidance while our eyes were bandaged so as to exclude the sight of every object.—[Athenæum.]

Who first invented Steamboats. By ROBERT LYON. [From the London Mechanics' Magazine. 1

In the Penny Magazine of the Society for the Diffusion of Useful Knowledge, there appeared lately an article extracted from an account published at New-York, awarding to Robert Fulton, of America, the right and divided between the several counties merit of being the original inventor of steam-Knowing as I did the complete falsehood of the thing, I wrote them, and asked them if the dissemination of a notorious falsehood was the diffusion of useful knowledge? If so, I had nothing to add; but, on the other hand, if the correction of falsehood were a matter of any consequence to them (as I give them credit for not wilfully sinning), I would put them right. To make surety doubly sure, I referred them for proof to the Journals of the Royal Society of London, where they would find ample proof that they were not only doing a very great injustice to their own country, but likewise to the memory and family of the deceased Mr. William Symington, who was the man who had taught Fulton how to construct the machinery to impel vessels by steam.

What then must have been my surprise, Sir, when a Society, at the head of which is Lord Brougham, in place of referring to home documents to correct a most palpable falsehood, after some delay, and in a most flippant manner, replied to my communication by saying, they were content to let the matter rest as it was, as Judge Story's account of the matter from New-York was fully sufficient for them-the plan of their work not permitting them to sift out the truth.

Desiring most sincerely, Sir, that right alone should prevail over might, is the wish ROBERT LYON.

Willowfield, Upper Clapton, Middlesex, December 24th, 1832.

SCHOOL STATISTICS .- About one third of the population of a country are between the ages of three and sixteen or eighteen; and of course are the proper subjects of school education.

In the United States, more than four millions of children ought to be under the influence of schools.

In Maine, the law requires that the inhabit ants of every town pay annually, for the support of schools, a sum equal, at leas;, to 40 cents for every person living in it. That amounts to about \$120,000. Their expenditures are more than \$140,000.

In New-Hampshire, a separate tax of \$90, 000 is raised for schools, besides an annual appropriation from a tax on bank stock of \$9,000 or \$10,000.

In Vermont, more than \$50,000 are raised for schools, from a three per cent. tax on the grand list, and as much more from district taxes, besides an income of nearly \$1,000 from banks.

In Massachusetts are nearly three thousand In Massachusetts are nearly three thousand found never will appear, and that nothing but schools, supported by public taxes and private folly would look for it. But while it would cer-

In Rhode Island are about 700 schools, supported by a legislative appropriation of \$10,-000 annually, by taxes and by private subscrip-

The Connecticut school fund is nearly two practical philosopher.

The failure of the connecticut school fund is nearly two.

dren in the state, 85,000; schools about 1,500.
In New-York are more than 9,000 schools,

and over 500,000 children taught in them. School fund, \$1,700,000; distributed annually, \$100,000, but on the condition that each town raise by tax, or otherwise, as much as they receive from the fund. A wise provision.

New-Jersey has a fund of \$245,000, and an

annual income of \$22,000.

In Penusylvania, during the last year, more than 250,000 children, out of 400,000, were destitute of school instruction.

Delaware has a school fund of \$70,000.

Maryland has a school fund of \$75,000, and an income for schools from the banks, which is

Virginia has a fund of \$1,233,000, the income divided among the counties according to the white population, and appropriated to paying the tuition of poor children, generally, attend-

ing private schools.

North Carolina has a fund of \$70,000, designed for common schools.

South Carolina appropriates \$40,000 annually to free schools.

Georgia has a fund of \$500,000, and more

than 700 common schools.

Alabama, and most all the western and south western states, are divided into townships, six miles square, and each township into sections one mile square, with one section, the sixteenth, appropriated to education.

Mississippi has a fund of \$280,000, but it is not available till it amounts to \$500,000.

The Legislature of Louisiana grants to each parish, or county, in that state, \$2 621 for each voter, the amount for any other parish not to exceed \$1,350, nor to fall short of \$800.—

\$40,000 are applied to educate the poor.

Tennessee has a school fund of about half a million, but complaints are made that it is not well applied.

Kentucky had a fund of \$140,000, but a portion of it has been lost. A report to the Legislature, from the Rev. B. O. Peers, says, that not more than one-third of the children between the ages of four and fifteen attend school.

In Ohio, a system of free schools similar to that of New-England is established by law.

In Indiana, Illinois, and Missouri, no legislative measures for the support of schools have been adopted. All the schools are supported by private tuition.—[Family Lyceum.]

On a Means of effecting an Useful Continued Motion. By J. Gorrie. To the Editor of the American Mechanics' Magazine.

It is in the nature of things that he who under any circumstances attempts an object that has been deemed of impossible attainment, will subject himself to the charge of presump-If it is an object that has engaged and eluded the ingenuity and wisdom of men for ages, he will be accused of arrogance in supposing that he alone possesses knowledge superior to the rest of mankind. In endeavoring to persuade his fellow men of his success, he must not only encounter the intrinsic difficulties inseparably connected with every such attempt, by vanquishing or preventing objections which naturally present themselves to the most dispassionate understandings, but he must overcome the objections by which the judgments of men are disturbed at the first glance of such a pretension. The doubts of the sceptic, and the shafts of the satirist, are principles always enlisted against such propositions for there is an almost uncontrollable propensity to persuade ourselves that what has never been schools, supported by public takes and private tainly be characteristic of weakness to admit more than 12,000 children, at an expense of any proposition, however gravely or plausibly displayed without due examination, it no more advanced, without due examination, it no more follows, as a true consequence, that he who pro-poses it is a wild and visionary projector, than it does that he who ridicules it is a wise and

millions, but fails of its desired object. Chil-||feeting an useful continued motion makes me deeply sensible of the good foundation for the doubts which will attend every plan for such an object, and of the necessity of removing precon-ceived prejudices. With the view of removing these obstacles I have made the preceding remarks; and I shall now call the attention of the reader to the means by which my plan avoids the errors that have caused the failure of its predecessors. Unlike all the plans of which I have seen or heard, I make no attempt by combining the simple mechanical powers, or by any application of magnetism, galvanism, gravitation, or the other unverying laws of nature, to create a moving power, but have simply taken advantage of a well known and ever active, though varying, law of nature, to produce a mechanical effect. My project has occurred to me from a plain process of ratio-cination on the principle and uses of the thermometer; and is, indeed, nothing more than a modified thermometer on a very large scale, with a more expansible fluid than is commonly used. This is not the first time that the play thing of the philosopher has become an instrument of utility and power in the hands of the mechanic.

It is an axiom of mechanics that "whatever communicates or tends to communicate motion to a body is a mechanical force." It is indisputably admitted that all bodies are enlarged on receiving accessions of heat, and in this proce of enlargement they exert a mechanical force, and any obstacle which opposes this enlargement sustains an equivalent pressure. This force, when derived from solids, and more particularly from fluids confined in a limited space, may be produced to almost any degree of in-tensity, by the simple operation of the changes in atmospheric temperature. From this very simple though obvious source of power, I found my theory of a "perpetual motion"; and which I hope to prove, logically, is incontrovertible in its practical application. To this I may add. that I have constructed a machine, rude, it is true, from the absence in this part of the country of mechanical skill of the kind required. but sufficiently accurate to verify the correct-

ness of the principle. From an examination of a series of thermometric tables, I found that the average change of temperature, or the range of Fahrenheit's thermometer, from the minimum to the maximum, in this country, in the shade, was about fifteen degrees for every day in the year. Experiments on the expansibility of liquids show that ether, alcohol, and the oil of turpentine, (the fluids of the common kind that undergo the greatest changes in these respects,) are expanded six cubic inches in every one hundred cubic inches, on an exposure to an increase of 90° of heat, and consequently sustain an equal diminution of bulk under an equal diminution of temperature. If we employ a gallon of either of those fluids, it will, under the operation of the above laws of nature, undergo an average daily expansion and contraction of 2.74 cubic inches, which, if made to act upon a piston in a cylinder of one inch in diameter, would elevate, and the pressure of the atmosphere would depress it, about three and a half inches

It is necessarily of an This is the power. irregular and intermitting kind, having, with the exception of the numerous daily fluctuations (which would each operate as a moving power) an interval of twenty-four hours be-tween each exacerbation of action; but to convert it into an uniform and continuous motion, there are numerous means obvious to every practical mechanic. The grand object bein obtained of moving a piston spontaneously in a cylinder, it will be no difficult matter to apply that power by a working beam, spring, or

various other ways, to any mechanical purpose.

In the machine which I constructed, of which the attached figure is a roughly drawn does that he who ridicules it is a wise and elevation, I have applied the piston to a beam, ractical philosopher.

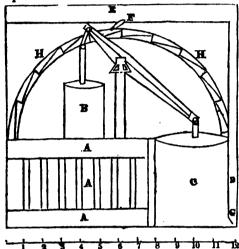
The failure of the countless schemes for ef-enough to receive thirty pounds of quicksilver.



to a cistern twelve inches above the bottom of on that head you can satisfy yourself by seeing the manual power, while in France it is only the pump, and thence is discharged through a it. I am, Sir, your obedient servant, graduated orifica, in a small continuous stream

A MECHANIC FROM SCOTLAND. graduated orifice, in a small continuous stream (so as to give uniformity of motion) upon an overshot wheel. Reasoning from the comparative incompressibility of fluids, I consider that there is afforded, by the average daily expansion of a gallon of alcohol, and power enough to elevate, not simply thirty, but three hundred or more pounds, of mercury, twelve inches high; while if we give it, as I propose, a practical application to a common clock, the daily elevation of ten pounds will be sufficient to keep it in "continual motion."

It is obvious that the cylinder, &c. must be adapted in length to the varying bulk of the expansible fluid in summer and winter.



REFERENCES.—A A A, a vessel consisting of 2 common receivers and tubes, (48,) enough to hold a gallon of an expansible fluid. B, a cylinder with a piston, on which the expansion of the fluid in A, produced by change of at-mospheric temperature, is to act. C, a pump, with a valve opening inwards, (not seen in the figure.) D, a tube, up which mercury is to be forced by the pump C, into the cistern E. F, a graduated orifice, for discharging the quicksilver on the overshot wheel, H H. G, a valve, to pre-vent the retrogression of the mercury into the

That this principle will fulfil the expectations enerally entertained of a "perpetual motion," do not expect, but that it affords a source of power sufficient for the purpose, I have received a sufficient demonstration; and that it can be made an useful improvement in mechanics, no objection has been presented that gives me reason to doubt. It is as yet scarcely more than an incipient idea, having received but a slight examination of one mind, and that

not accustomed to such operations. Columbia, S. C. March 11, 1833.

NEW-YORK, March, 1833.

To the Editor of the Mechanics' Magazine:
Siz,—In your last number you have given
an account of Russell's Hydraulic Press, copied
from the London Mechanics' Magazine, and put forth there as a recent invention. I beg to inform you that I assisted to construct a press on the same principle, in June, 1827, for Mr. Ward, Tallow Melter, in Third street, in this city, where it is now in use, and has been ever nce that period. Now I think that sufficient notice has not hitherto been taken of inventions that have been made in this country. I am an old countryman, and I can assure you I have every disposition to do all possible justice to Brother Jonathan, and I do hope that in this instance, as well as in all others that come under your notice, you will not fail to make public the claims the people of this country have for ingenuity and industry in all that appertains to the Useful Arts. There is some trifling difference between the press at Mr. Ward's, and

This quantity of mercury is elevated through that of Russell's, as described in your last—a tube by the action of the piston, cylinder B, but nothing that affects the principle; however,

[We have seen the press alluded to by our esteemed correspondent, and certainly it is constructed exactly on the same principle as Mr. Russell's. There are several in operation in this city, but we believe none of them have the railway attached, which is a great acquisition. It does not exactly appear that the Editor of the London Mechanics' Magazine, or his corres-pondent, Mr. Russell, who claims to be the inventor, has put it forth as a very recent invention. Mr. R. in his letter says, that he "has made and constructed several presses of this description," but he does not make us acquainted with the period when he made the first— although as far as we can gather from his let-ter he claims the invention. That similar presses have been in use here for the last seven years is quite certain, and, the probability is, much longer. We should be sorry to call in question the claims of Mr. Russell, but we have had several communications of a similar nature to that of a Mechanic from Scotland, and most of them claim the invention for America. Our only wish is to elucidate the truth, and perhaps some of our correspondents can assist us in the attempt.—Ep. M. M.

INTERESTING CHEMICAL DISCOVERY .- A singular and highly important discovery has re-cently been made by Messrs. Capron & Boni-face, chemists, at Chaillot, in France. By a process which they keep secret, and to which they have given the name of "Momification," they have succeeded, after passing a number of years in experiments, in so modifying and perfecting the known processes of preserving bodies, as to reduce them to mummies, leaving all the forms unaltered. All the elements of disorganization which show themselves in the human body se soon after death are completely destroyed, and not only the external body, but all the viscers, the lungs, the heart, the liver, and even the brain, are perfectly preserved; the features also remain so perfectly uninjured, that correct portraits may be taken at any length of time after death, and, as the body is not enveloped in bandages as in the Egyptian method, the natural forms are perfectly preserved. The operation requires but few days, after which the dead bodies may be preserved in a room or vault, or interred in the ordinary way, without being accessible to worms. They may also be and variety of its climate, to all who may exposed to all the variations of the air, either in choose the honorable calling of husbander a standing or sitting position, without undergo-ing any alteration.

NEW METHOD OF COMPUTING THE MOON'S DISTANCE FROM THE EARTH.—The data on ment, at least, while the best of wild lands, at which the computation is made are the Moon's a nominal price, are accessible to all, induswhich the computation is made are the Moon's labeled the force of gravity on the earth's surface. The force of gravity on the earth's surface, as ascertained by the pendulum, is sufficient to make a heavy body descend in vacuo about 16½ feet the first second of its fall. From this fact can be easily ascertained what the sideral period of a body would be revolving round the earth in vacuo, one semi-diameter of the earth from its centre. diameter of the earth from its centre.

take the moon's sideral period, and say, by the the entrance of our manufactories is "On-Rule of Three: The squares of these two ward." Already may it be truly said of the periods are to each other, as the cabes of the distances from the earth's centre.

We have made the computation, and find the moon's distance to be about sixty semidiameters of the earth from its centre; which cor-

ANIMAL POWER .- Dupin states, that in Great Britain the animal power is eleven times as four times as great. Also, that Britain con-sumes three times as much meat, milk and cheese, as France. In Hanover there are 193 horses to every 1000 inhabitants, 145 in Sweden, 100 in Great Britain, 95 in Prussia, 79 in France.-[Bull. des Sc. Agri.]

LOCOMOTION WITHOUT STEAM .- On the 23d of last month, Mr. Hoffman, an engineer of Dantzic, made a first experiment with his newly invented machinery for driving paddle wheels without the application of steam.-Several friends accompanied him in his trip, which his little vessel performed to admiration, though at a somewhat slow rate. are told that the mechanism, by which the wheels are impelled derives its power from quicksilver instead of steam .-- [Morning Her.

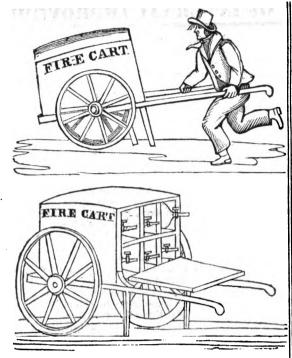
THE MECHANICAL ARTS .- Next to Agriculture, in point of necessity and usefulness, should be regarded the arts of mechanism. Who is more deservedly entitled to our respect and a rich pecuniary reward, than he who can so control the properties of motion, and calculate velocities so as at once almost to annihilate time and space? than he who is enabled, by the force of the elements themselves, to convert all, that is within reach in nature, to the most advantageous purposeseither to assist man in his enterprises, by supplying his weakness, or to satisfy his wants, or contribute to his convenience?

While our country abounds in the variety of materials necessary to be wrought by the ingenious mechanic into labor-saving machines, and while this supply of materials affords him, of ever so humble means, the required facilities of accomplishing the most surprising works within the compass of human agency, it offers, also, a stimulus to the capitalist to encourage the highest degree of perfection in machinery, for the economy of labor, of which the modifications of the mechanic powers are susceptible.

The vast extent of our territory; its cheap and luxuriant soil, inviting by the salubrity choose the honorable calling of husbandry, with a sure promise of a rich reward, renders nugatory the objections of some, that human labor will be out of demand. In this governof a republican people, looks boldly to coun-When this sideral period is ascertained, then tries the most remote; while the motto over American Mechanist, as it was by the Gre cian—Give him but a fulcrum and he will move the world.

With the ardent mechanist, a thorough responds with the general computation founded knowledge of mechanical laws, and a power on the moon's horizontal paralax. of referring effects to causes, and vice versa, which always depend upon and lend to each





rance Companies in England.]

It must be obvious that the ready extinction of fire depends entirely on the facility with which upon it by common means. water is brought to act upon it at its commencement; and that, when left uncontrolled during the delay of engines arriving, the procurement infant and commencing state, is easily to be of water, and the further delay of getting the engines into full action, it reaches a height at structive, if means of early application were at which its reduction is highly doubtful, and at least very difficult. Many instances of destruction by fire have been caused by obstructions to the conveyance of engines to the spot, or from the impossibility of procuring water to enable them to act when they have arrived; and in every case some delay necessarily takes place with the impregnated solution of an ingredient best adapted to extinguish fire. When the first hand. It is a well-known fact that many of the great and destructive fires in I order any of the great and destructive fires in London and other large towns, where water-pipes are laid, might have been controlled if water could have been obtained in time. In towns not so provided, villages, the detached residences of gentlemen, and other buildings in the country, the want of water at hand, or other means of extinction, makes their total destruction in case of fire almost inevitable.

From observations which I have made in witnessing fires, and from information of those persons constantly employed on such occasions, I am assured that a small quantity of water, well directed and early applied, will accomplish what, probably, no quantity would effect at a later period. This has excited my attempts to provide some prompt and efficient means by which the anxious and often important interval of delay would be obviated, and the fire opposed on the first alarm, thereby not allowing the flames to increase in fury; which so often occurs, that the efforts of the fireman are exerted rather with the hope of preventing the extension of the calamity to other buildings, than to save that in which it first broke out.

To attain this object, I propose a Fire Cart of light construction, requiring but one person to convey it to the spot, and apply a fluid, in the most efficacious manner, from portable vessels or engines, on a principle very long known— the artificial fountain in pneumatics. The enthe artificial fountain in pneumatics. The en-gines are to be kept always charged, and one when slung across the body of a watchman or servant is easily carried to any part of the buil-ing, however difficult of access. The manage-

A Plan for the Speedy Extinction of Fires. the most exact precision on the part in combustion,—a circumstance extremely important when the incipient fire is not within the reach of effort by the hand, and when the air, heated by the flames, prevents approach to cast water

Every fire, even the greatest, must arise from small beginnings, and when discovered in its structive, if means of early application were at hand. We often hear of the alarm of fire given by watchmen long before the arrival of engines on the spot, and, if they were provided with a fire cart, the alarm of the watch and application of means of extinction would be simultaneous

fluid, a supply of others in succession may keep up a constant discharge until regular engines

tion it evaporates into steam from the heat, and the materials thus extinguished readily ignite again; the addition of incombustible ingredients consequently becomes necessary to make quality supply the place of quantity, and thus with the smallest portion prevent the fire rekindling.

To give the most extinguishing properties extinguish fire than forty times the same quan-

* 1734. M. Fuches, a German physician, by throwing balls into the fire, containing certain preparations, which burst with violence, instantly quenched the fire.

1761. Zachary Grey used the same process, in which were alum, sal ammoniac, and other saline matters, with

water.

In the same year Dr. Godfrey, in a public exhibition in a house erected for that purpose near Mary-le-bone, applied the like ingredients with great success, by the action of confined gunpowder only, which, exploding, dispersed the solution on the materials in combustion, and effectively extin-

tion on the materials in combustion, and effectively extinguished the same.

1792. M. Von Ahen, at Stockholm, made numerous public experiments to show the effects of several combined ingredients to render materials entirely incombustible; he is stated to have subdued an artificial fire by two men and forty measures of preparation, that would have required twenty men and fifteen hundred of the same measures of simple water. imple water.

tity of common water (a circumstance not spec ulative, but conformed by trial made upon buildings erected for that purpose); but the simple ingredient of pearl-ash dissolved in water when applied on burning substances, forming an incrustation over the surface extinguished, and thereby preventing the access, has in my esti-mation a decided preference; it has likewise the superior recommendation of the readiness with which any person may imbue the water with it, while the compounds cannot be had but at considerable cost, nor be prepared without labor and nice accuracy in their respective proportions. Thus at the moderate ratio of twenty times increasing the quality, the cart would convey an extinguishing fluid equal to one tun and a half of common water.

sand a hair of common water.

Specification in reference to the Apparatus belonging to the Fire Cart.—Each machine is a strong copper vessel, of a cylindrical form, two feet in length and eight inches in diameter, capable of containing four gallons; a tube of the same metal, of one-fourth of an inch in diameters. ter, curved so that its end is carried to the side of the vessel, with a stop-cock and jet-pipe, the vent of which is one-eighth of an inch in diameter at its top, reaches to within half an inch of the bottom, and is to be screwed so closely into the neck of the vessel as to preclude the possi-

bility of the escape of the air.

Three gallons of water, holding in solution any ingredients* best adapted to extinguish fire, are to be put into the vessel, and then the room remaining for the fourth gallon to be filled with closely condensed air; to effect which, the jetpipe is to be unscrewed, the condensing-syringe fixed in its place, and the air to be pumped in, to the utmost power of the strength of the vessel to contain it; the stop-cock is then to be closed, condensing-syringe taken off, and the jet-pipe replaced.

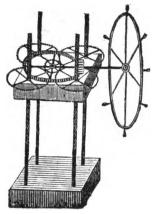
On turning back the stop-cock, the condensed air re-acts on the water, and casts it to a height proportioned to the degree of condensation.

That the machine may be more easily carried, where access is difficult, it is put into a leathern case with a strap, and, slung over the shoulders of the bearer, is thus conveyed easily, and then directed with the utmost precision to the point requiring the water.

As directions for the effective arrangement of fire carts in populous places, the following plan I should propose: That at each watch-house, from the time of the watch setting, there should be in attendance a regular fireman instructed in the use and management of the apparatus; and that each parish should be provided with one or more fire carts, according to its extent or number of wards, and the vessels or engines composing the complement of the cart to be kept charged ready for being immediately applied. When watch-boxes or stations are at a considerable distance from the watch-house, some central watch-box should have a single engine lodged ready for application, to be brought on the alarm by the watchman, and delivered to to common water has engaged the experimental the fireman, who repairs to the spot on the alarm attention of many in different countries,* and it has been rendered by them more effective to possible. Should the fire have broke out near the depot of the fire cart, the fireman in attendance will take the cart with him, or an engine from it ready to apply; if otherwise, the men will each bring an engine, whice fire-man will expend, and by receiving from others their engines, a regularly-continued and well-di-rected stream will be kept up, which, from the early opposition to the fire, will no doubt check the flames, if not entirely subdue the fire; should the distance be considerable, the fireman, aided by a watchman, would convey the cart to a place on fire with as much dispatch as possible.

From the New-York Mechanics' Magazine

^{*}Pearl-ash, dissolved in water, when applied on burning substances, forms an incrustation over the surface extinguished, and prevents that part from reinflaming.



of which we insert, and witnessing its opera tion in pressing paper, at the office of Messrs Schols & Co., printers, in this city.

It consists of a cast iron bed, on which are

erected four iron columns, with a screw on the end of each; the head or platen is attached to four cog wheels, which move it up and down on the columns—the whole being acted upon by a pinion wheel in the centre, thus moving the platen in a perfectly straight line without the least variation, which is a great improvement on the old presses, producing a reduction of friction, a gain of power, and a saving of ma-chinery. The press in question can be conchinery. The press in question can be con-structed with one to ten thousand tons power or more, retaining all its advantages, and can be worked either by manual or horse power, or by machinery, and is peculiarly adapted to the expressing of oils, the pressing of paper, or any thing requiring a perfectly uniform, gradual, and equal motion.

We are informed that one man can, with this press, perform in the same given time an amount equal to that which requires four men with a bar and capstan press. The whole is composed of iron, and built in a substantial and workmanlike manner by Messrs. Fry & St. John, 87 Eldridge-street, requiring but onefourth part the space occupied by common presses.

The press can be made of almost any size and at about the same price, as the old fashion. ed ones, and which we are of opinion in a very short time it will entirely supersede.

Mr. Torrey's Patent Safety-Apparatus for preventing the Explosion of Steam Boilers. Communicated by the Inventor for the Mechanics' Magazine and Register of Inventions and Improvements.

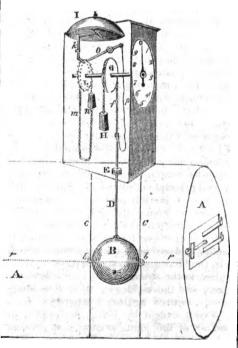
In consequence of the great destruction, both of lives and property, occasioned by the explosion of steam boilers, and the collapsing of their flues, it has been a subject of universal inquiry to find some method through the operation of which these disasters may be obviated; and that public excitement has become so excessive in the United States that the Executive of our General Government has issued a request to all scientific persons conversant with the subject, to send to the Secretary of the Treasury such information, or suggestions, as they may deem serviceable to explain the causes of these disasters, and the probable mode of preventing them. From all that can be gathered through the best of sources, and from engineers themselves, it is fully admitted that if the following requisites are strictly adhered to, there need be no apprehension of danger, either to life or property, from the operations of steam boilers:

First, Ascertain by experiment the pres. sure of steam which a boiler and its flues can safely sustain;

always to be sufficiently within the maximum | to the float B, and the upper, after passing pressure of the boiler and its flues.

These precautions, faithfully attended to, will render steam as safe a power as any other which passes over the wheel G now in use. of the boiler, they can sustain more pressure the boiler within which they are placed can of the rod D, by the cord p. withstand inside; yet it is found that there have been more flues collapsed in boilers than there have been boilers exploded. Why should this be? The answer is, the metal of the flues must, from some cause, have sustained an injury. How can this injury accrue? The only reason apparent to the mind is, that the tops of the flues were left uncovered by the water; thereby permitting the heat within them to burn and weaken the metal of which monstrate. they were composed—consequently, the want of a sufficiency of water in a boiler, whether with or without a flue, or flues, is the cause of a collapse. The same argument will apply to the boiler itself, provided the fire applied outside rises higher than the water within: therefore, agreeably to this reasoning, it must be inferred that if a boiler be proved strong enough to sustain a certain pressure, and the safety-valve is sufficiently loaded within that force, that the only cause why a boiler should explode, or a flue collapse, is from the want of a due quantity of water in the boiler. engineer cannot tell the precise height of the water by the guage cocks, even should he be trying them all the while; for water will fly up when the cock is open, although above the water's level.

Viewing the importance of the foregoing considerations, and the darkness now surrounding the subject, the following apparatus has been made and applied successfully to a steam boiler in a steamboat:



REFERENCES.—A A, a cylindrical boiler, and r r, the water line inside of it; B, a globular float, intended to move perpendicularly turn, is caused to revolve by the fall of the b b, affixed to it, through which the rods \tilde{c} c pass, being made fast at their ends at the top mer k, and the alarm is given.

through the stuffing box, E, on the top of the boiler, is fastened to one end of the chain f, on the other The third and last precaution is, end is hung the weight H; I, is an alarm to keep the boiler at all times sound, when in bell, and k, the tongue or hammer which rings Generally, from the diminutive circum-the alarm; L, a wheel which communicates ference of the flues, when compared with that with the hammer k, and over which the chain m is placed, to which the weight n is from the steam acting on their outside, than hung; O, a ketch communicating with the top

> Of the fact that this apparatus will give the true height of the water in any boiler, and thereby give sure warning of impending danger to the lives and property of all near about, whether on board of the boat, or elsewhere, there is no doubt; but this is not the only advantage resulting from the application of it, which the following remarks will amply de-

In order to generate the maximum of steam from a definite quantity of fuel, there is one thing to be observed-which is, the principle regulating the power. Ice and caloric are acted on; caloric is the operator. This great mover must be dealt with in an economical manner, for the expense of water is but trifling, and fuel is high. To instance a component of steam: it forms at the bottom of the boiler in the shape of a bubble—now, in order to produce this bubble, a certain quantity of caloric is received, more than is requisite to raise the temperature to 112 degrees Fahrenheit, which super-abundant heat is termed latent. This bubble rises through the water, which, in temperature, is below the evaporable point, at the ordinary pressure of the atmosphere; and in its ascent, from the difference of its and its surrounding water's temperature, loses more or less of the superabundant heat of which it is possessed. Should it have to pass too far through this element, it would lose all of this super-abundance of caloric, and become a part of the water itself; hence, the shorter distance a bubble has to ascend through the water, the less liable it is to lose its character of steam. The history of one bubble will answer for the whole that causes the operations of a steam engine. The question may be asked, where does this extra or latent caloric go, when the bubble liquidates? The atmosphere passing around the sides of the boiler will answer for the fact.

Granting every thing in readiness, and the height of the water in the boiler at the level rr, it is evident that if the water falls the float must fall likewise, (always supposing the friction to be not too great for the weight or buoyancy of the float to overcome,) drawing the weight H up, and turning the wheel G, which moves the hand on the dial plate, which, by its figures, denotes the rise or fall of the float B, and the rods c c oblige it to move perpendicularly. The alarm can be given at any height of water for which it may be set, for the cord p, when tightened, loosens the ketch o, and the cord p, as it falls, stretches that cord; therefore, when the water has descended so far as to be considered dangerous, and the time of alarm is set at that point, the ketch o is sprung; the wheel L, then being at liberty to -for which purpose it has two or more rings, weight n, hung to the chain m, and this turning of the wheel L vibrates the tongue or hamfely sustain; and bottom of the boiler; D, a straight rod, water rises, the float will necessarily raise second, Graduate the safety-valve so as or piston, the lower end of which is attached with it, and the distance be denoted by the

spring, or rack and pinion, can be substituted for the weight H, should either be preferred.

Of the utility of Mr. Torrey's invention there cannot exist a doubt in the mind of any reasonable person. Most of the accidents that have occurred in steamboats have been occasioned by the bursting of the boilers, and to find an effectual remedy for preventing a recurrence of similar disasters, has engaged the attention of practical and scientific men for a series of years. Mr. Torrey's plan, it appears to us, is an effectual one-it is so simple that it is almost incre dible that it has hitherto escaped the notice of those whose avocations must bring the subject daily and hourly under their immediate notice. The invention has been deemed of sufficient importance by several gentlemen to form a joint stock company for carrying into effectual opera-tion the plan. The apparatus as above described has been placed by them on the *Delaware*, steamboat, plying between this city and Providence, and experiments have been made in the river that leaves no doubt of the complete success of the undertaking. In a few days she will make her first trip, and we trust that in our next we shall be enabled to give a satisfactory account of its practical operation.—Ed. M. M.]

Taylor's Patent Improvements in the manner of hanging and effectually securing the Rudders of Vessels. [Communicated by the Inventor for the Mechanics' Magazine.]

These improvements in the manner of hanging and effectually securing the rudders of vessels render their rising and unshipping impracticable, and less liable to injury, and to be used with much less physical name of the second to these parts, to give extra strength to the hollow groove, near the antiples. to be used with much less physical power on the wheel or tiller. Their superabundant weight is materially diminished, and rendered more effective for their easy and proper action. These improvements combine a powerful principle of union in their scientific simplicity of construction, and great utility, strength, and durability, in their practical operation: all which are of paramount importance for the proper government and safety of navigable vessels. These improvements are illustrated by reference to the res pective sketches and figures, and the following is a description of their construction and application, viz:

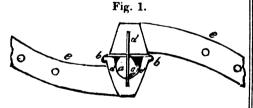
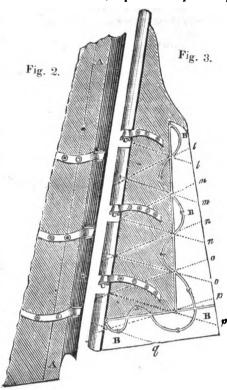


Fig. 1 is a section of a brass cup or joint, in which is formed a hemispherical socket, in working order. The following is a description of its parts, viz:—a a, a spherical bearing, in the centre of which is a groove for oil; b b, the recess, which contains a leather collar; dd, the hemispherical cavity, together in the strongest and most substantial which contains the spherical bearing, (a a,) and also the fluid necessary to lubricate its perfectly secured against a separation from surfaces, and thereby prevent friction; c, shows the groove, formed in the spherical bearing, which permits the fluid to flow up, and lubricates its surfaces every time the ball circular projections on the straps are hollowis moved; d, shows the groove, formed in the ed out, to admit suitable screw heads of the upper joint for the reception of the lubrica. same diameter, by which means the joints ting fluid; e c, elliptical straps.

formed a groove (to match the projection on inserting bolts, and striking them to form ri-



gles.

Fig. 3 is the rudder, with its projection (to fit the groove in the sternpost), and attached to which are the upper joints with their spherical bearings; when these balls are let into their stations, (see fig. 4,) this projection will fill the groove in the sternpost, and a hinge will thus be formed for the rudder to play or durable kind. From the accuracy of the bearing surfaces they will perform their action with peculiar facility, and as the upper and lower joints are so correctly fitted toge. ther they will exclude the entrance of water, or other substance liable to injure or obstruct sion of a blow that may strike this clastic sub-The projection of the rudder entering the corresponding cavity in the stern post will preserve an even surface with the sides of the stern post, reduce the passage and the guard, which, secured on each side of the pressure of water acting on the inner surfaces, and lessen the exposure of the rudder from a der will be hung upon the most effective and powerful principle of all joints or hinges, and to prevent injury. in the nearest possible position with the sternpost; and by giving the straps (attached to these hanging joints) an clliptical curve, with circular projections thereon, to increase the diameter and strength of the screw, or bolt heads, (and likewise the straps,) they are held manner, and the rudder is, when thus hung, the vessel, except by being unshipped, or raised out of the joints or hinges, to prevent which an effectual remedy is applied. The Fig. 2 is part of the stern post, upon which is accuracy, in their centrical positions, than by

figures 1, 2, 3, &c. on the dial plate. A || their stations. A A, represent strips of cop-||n, o, p, q, represent the diagonal direction in which the main bolts are to be driven, both in the rudder and stern post, (in lieu of horizontal,) which will give additional strength to the timbers. Within that part of the rudder post where the lever is let in, (as represented in Fig. 5,) a small circular groove is formed, and a brass tube is to be affixed in this cavity, to act as a channel to convey oil to the first hanging joint, to lubricate the bearing surfaces, and prevent friction. In lieu of oil being applied to the second and third hanging joints, a lubricating composition is to be inserted in the cups, through a tube, previous to hanging the rudder; this composition being heavier than water, a portion will remain in the cups after the rudder is shipped, and will diffuse itself to the bearing surfaces, and throw off friction. The introducing this lubricating composition in lieu of oil is in consequence of these hanging joints being constantly under water, and therefore precluding the insertion of oil to the cavities assigned for that fluid. The bearing surfaces of the hanging joints are not exposed to the violent and irregular action of the water, which would, in some degree, impede their motion, and create additional physical power to guide the helm; neither are they liable to the corrosive operations of rust, or other injurious causes, which now arise from the present mode of hanging ships' rudders.

On that part of the rudder marked B B B, is formed a projection, to receive a corresponding groove, formed in a wing of cork, to be attached and secured to it.

From the elastic and buoyant properties of cork, it will not only create the first impetus, or spring, to facilitate the action of the rudder, but will operate something like the tail of a fish, in governing the motion of its body, will also reduce the superabundant weight of turn upon, of the strongest, easiest, and most the rudder, and render it more easy and natural to perform its working operation. ther wing of cork is secured to the bottom part of the rudder, to act as already described, and to operate as a repulsive power, to pre-

serve the rudder from injury, by the concusstance. The serpentine figure, with bars running through the centre of the rudder, is called

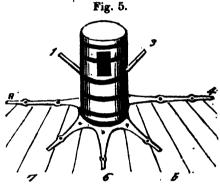
wings of cork and the rudder, gives additional strength and security to the rudder, and will blow upon this part. In this manner the rud- preserve its hanging appendages from accident, as well as operate as a repulsive power



Fig. 4 shows two sections of semi-circular brass clasps, to which are attached two of iron, to be affixed to the bottom part of the rudder post on deck. Within the semi-circular brass clasps are formed a groove to match the semi-circular iron clasps, on which is a projection, and when these figures are can be more easily stationed and fitted with stationed and secured together, their surfaces will operate in mutual concert, something similar to a hinge, and act in conjunction with the rudder), and upon this figure are the lower vets, which has a tendency, by the vibration the rotatory motion of the rudder. It will also joints or cups, with their hemispherical sock. of blows, to throw the joints out of their proform a rest, bearing, and guide, for the upper ets and connecting straps, firmly secured to per position. The dotted lines marked l, m, part of the rudder. From which arrange-

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it will materially sustain the weight of the the aid of any other power. By this dearfore it reaches there by the leaves of plants. The
rudder and relieve the joints or hinges of live bought experience I am in possession of moment this is condensed it can no longer enter rudder, and relieve the joints or hinges of their burthen. Second, it will effectually event the rudder from rising and unshipping. Third, it will form a bearing near the tiller, which communicates the motion, and keep it steady, and (in conjunction with the ease of the joints or hinges, and other important advantages) will greatly lessen the power and labor of its motion, so that the steersman's toil will be greatly reduced, and he can guide the helm to the respective points of the compass with great facility and ease, and thus steer the vessel accurately in its course. Two small circular cavities are formed in the two brass semi-circles, affixed to the rudder with the same manual labor, and with about post, to admit oil, to lubricate the bearing sur-lifive shillings in fuel for a hundred miles' voyfaces, and prevent friction, this fluid will run into the grooves formed in the bearings of the brass and iron semi-circular clasps, and diffuse itself to the parts in contact.



complete, affixed to the rudder post on deck, and the depth of water; and, generally speak-which is secured by elliptical straps, three of ing, the depth of canals is not such as to advated, and secured to the stern post and timsented circular iron binders, and mortice for an hour, that boat and horse, at the end of the lever.

Experiments in Canal Steam Navigation. By R. G. M. [From the London Mechanics' Magazine.]

MR. EDITOR,—It may be deemed very imprudent for an individual with small means to attempt propelling a canal boat by steam, especially when there are many persons in his neighborhood more competent to the undertaking, having more money and better conveniences for the purpose. I well knew, however, that though their means and appliances were ample, they had more lucrative and agreeable channels wherein to apply both. With this impression on my mind, and having no employment for a small steam engine which I had by me, I commenced the experiment which I beg now to relate.

Selecting an old heavy-sailing canal boat, I tried several kinds of paddles placed in various situations of the boat, repeatedly altered the machinery, and travelled several voyages with her myself, the last of which was about five miles in three hours on the Birmingham canal, with twenty tons long weight on board her, exclusive of the machinery. With this heavy-sailing old canal boat, an engine, not built for the purpose, and machinery put together in a country place, where no such workmen or tools can be had as are to be found in large manufacturing towns,—with these disadvantages I have per-

ly bought experience, I am in possession of the dimensions and capacity of every article necessary—the limits of the projection of the machinery and guards, above, below, and on the sides of the vessel, so as to clear locks, bridges, slopes, and other boats and lines, with the precise strength of the engine required to propel a boat at the utmost speed which the depth of canal will admit. I can, therefore, confidently state that canal boats can be propelled by steam to answer every purpose, except short voyages and frequent loading, up and down any locks, without injury to the canal banks, without injury to other craft, age. The charge of steam navigation being injurious to the canal banks must have originated in error, or perhaps from prejudice, before the railroad system had been proved: for my own part, if I wanted to lessen the damage now done to the canal banks and other boats, I would propel them by steam instead of tracking by horses. In fact, any person acquainted with the business of a canal will acknowledge that a horse draws in an indirect line, while the steerer to keep his vessel straight, puts the helm to the opposite side, which causes a heavy surge, and this is much increased in windy weather, and with an increased speed still more; while a steamboat glides sweetly and majestically through the water, the paddles heaving in a direct line always ahead. With regard to speed, it must be in proportion to the shape Fig. 5 is a perspective view of the parts of the boat, the quantity of lading on board, which, marked 1, 2, 3, are to be a little ele- mit of a very great rate of speed, because, if a power sufficient were applied to a boat heabers adjoining. Those marked 4, 5, 6, 7, 8, vily laden, she would soon drag on the bottoe secured by being let into the floor of the deck with screws. On the post is reprehorse draws a boat at the rate of seven miles an hundred miles voyage, would be more than 20 miles behind one propelled by steam at the same rate, since passing the lines of other boats, and thus letting down the boat's momentum, would cause this difference.

At some cost, and much labor, I have enabled myself to state these facts, but at present I must lay my boat and engine aside, from necessity, however, not choice. If there be any thing in my experience acceptable to a more competent adventurer than myself in so laudable an undertaking (for it wants only competence), so as not to leave it in the hands of monopoly, I would gladly afford every information in my power.

December 13, 1832.

AGRICULTURE, &c.

Ploughing in Hot Dry Weather. By R. M. W. [For the New-York Farmer.] Mr. FLEET

In the fifth volume of the New-York Far mer, page 321, I have noticed some editorial re-

ment the following benefits will result: First, formed that voyage by steam alone, without ture ever reaches the earth, but is taken up beby the capillary vessels into the vegetable circulation. To plough then in the afternoon, or to place cold bodies in the neighborhood of plants, would be rather injurious than beneficial. Such are my ideas on this subject, and I remain yours,

February 11th, 1833.

Loudon's London Gardener's Magazine.

The December number of this periodical h just come to hand, having been several months in the Custom-House, packed with Messrs. Thorburn's seeds, which were delayed until the 4th of March, for the benefit of the reduction of duties.

This number, although interesting, contains but few articles which are of sufficient practical importance to transfer to our columns. We shall, therefore, only give the substance of a few paragraphs.

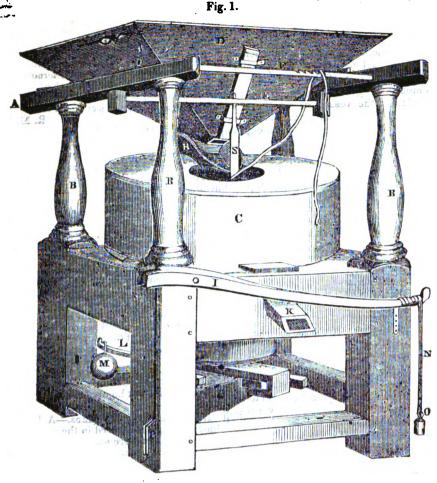
THE CHOLERA.—A pamphlet of 32 pages is noticed, containing letters from thirty Physicians in answer to a committee of the Market-Gardener's Society. The conclusion drawn from the opinion of these medical gentlemen is, "that the impression of fear in the public mind with regard to vegetable diet may be entirely removed, and confidence again restored; as the general use of vegetables, as hitherto, is not only judicious, but highly beneficial and valuable.

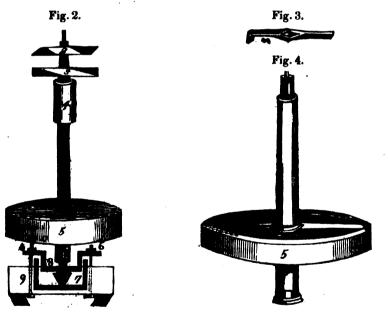
HAWKS TO FRIGHTEN BIRDS .- A Hawk confined in a cage and placed in the garden or field is found to be of more service to frighten away birds than other scare-crows, including a sleepy bov.

Tobacco Liquid.—It is common to burn coarse tobacco leaves to destroy insects on plants. If the leaves are first soaked in water, and then burned, they answer equally well, and in addition, furnish the liquid which is used for the same purpose.

PEARS GRAFTED ON THORN, 'planted in a good soil, come early into bearing; the fruit is larger than on the common stock, and the quality equally good, at least while the trees continue in a healthy vigorous state.'

GOLDEN LEAF TOBACCO.—Mr. Minor: From some pamphlets and papers on Agriculture, presented me by Judge Buel, of Albany, and some other sources, I find your paper, entitled the "New-York Farmer," highly spoken of as valuable to farmers. I therefore take the liberty to enclose you a paper of genuine Golden Leaf Tobacco Seed, which I procured through our Representative to Congress, William G. Angel, Esq. I procured it on the recommendation of the late Governor Clinton to our Legislature, after sending to the south part of Ohio, and two or three times to Maryland, the only two states Gov. C. mentioned in his Message where it might be had. I have (as Judge Buel thinks) been the only person that obtained it in the Northern States. I have raised it two seasons; it has four times the weight on each plant of our old kind here, and is worth much more in market, even three times, as I am informed by Messrs. Chapman & Sergeunt, Murdock, and other tobacconists in Albany, and so I presume they will tell you in New-York. My son, Hiram Matteson, advertised the seed last year, and they sent for it from all parts of the Northern States, Ohio, Michigan, and Upper Canada; but the very extraordinary backward season did not permit much, if any, of the seed to get ripe. I therefore sent to Maryland for a fresh





Mr. Hotchkies' Patent Grist Mill. Communi-||piece, that connects the lighter staff and bridge

Windson, Broome county, New-York, March 7, 1833.

SIR,—I herewith send you a drawing and description of my improved Grist Mill.

REFERENCES.—Fig. 1. A, the ladder, or top of the hopper frame; B, husk posts; C, hoop en-closing the stone; D, hopper; E, cross-bar, that receives the top of the damsel; F, do. over which the strap crosses that supports the shoe G, the pressure lever, that gives weight or gravity to the runner; H, the shoe; I, lighter staff;
K, meal spout; L, pressure lever; M, weight
on the pressure lever; N, strap on the lighter staff; C, weight on said strap; P, rod, or sword

The principal objects to be enected by my improvement are to perform fast grinding with provement are to perform fast grinding with quilibrium is formed between the floar; thereby lessening the expense in erecting the mill, and require lessening the expense in erecting the mill, and are made in the usual man with the strap is the principal objects to be enected by my improvement are to perform fast grinding with quilibrium is formed between the floar; thereby lessening the expense in erecting the mill, and are made in the usual man with the strap is the principal objects to be enected by my improvement are to perform fast grinding with quired and power applied.

The hoop, hopper-frame are to perform fast grinding with quired and power applied.

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cated by the Inventor, for the Mechanics' Magazine and Register of Inventions and Improvements.

Windson, Broome county, New-York, March 7, 1833. screws, or staples, to hold binding irons; 7, inside of oil-pot; 8, binding irons, two of which and foot of spindle form the lock joint; 9, tram block, which is fast to the bridge-tree

Fig. 3. Driver, and balance rind and wings of flights (see also Fig. 2.)
Fig. 4. The propelling wheel.

The principal objects to be effected by my im-

the hereinafter described cylinder and flights i the eye of the runner, to keep the stones cool and to make the flour better.

The frame on which the stones, &c. are placed, is made by framing together four posts, one at each corner, and eight girts, four of which to be of sufficient width to receive and support the beams bearing the stones and the flooring around the bed stone. One of the lower girts is of sufficient size to receive an end of the bridge-tree inserted in a mortise in the same; the other end resting on the centre of the brake moving on a joint inside of the opposite girt. On the middle of the bridge-tree rests a key

or tram block, in which is secured the oil-pot or box. In the centre of the oil-box turns the foot or lower point of the spindle. The spindle is made of iron and steel, with a flange or circular projection near the lower end. An iron lockjoint made in two parts encircles the spindle immediately above the flange or projection, and is screwed to the tram block, which secures the foot or point of the spindle in the oil-box and prevents its escaping or bounding out there-from. The spindle, as high as the collar, and square part on which is placed the driver, is made in the usual manner. The shoulders of the spindle above the driver are to be rounded off in a semi-globular form, on which rests the balance-rind and runner; the balance-rind, where it rests on the semi-globular shoulder, being of a semi-spherical concave shape, its upper side is convex; on which, and around the spindle, is put a circular washer or catteral concave on its under side, resting on the balance-rind. Above its under side, resting on the balance-rind. Above this is put a nut, screwed on the spindle, the threads of which being cut in a contrary direction from the turning of the stone, the external may be secured by a key passing through the spindle; or it may be otherwise fastened. The spindle is connected and suspended from the runner; the latter being nicely balanced on the spindle, having a motion similar to a ship's compass, and, whilst running, constantly form-ing itself to the bed-stone in the nicest manner. The damsel is screwed, or otherwise fastened, to the upper end of the spindle.

A pully whirl, drum or cog-wheel, is placed

on the spindle to drive the same. A weight is added to the spindle in order to give greater power or gravity to the runner when required, which may, therefore, be of smaller size, and will move with greater velocity; thereby lessening the expense and power required in con-

structing and driving the mill.

The driver and balance-rind are curved or twisted in such a manner as to answer the purpose of flights or wings, which, during the operation of the mill, carry round and force the air which is in the eye of the runner between it and the bed-stone along deep channels cut in the runner—or pipes inserted to distribute the air—and out of the circumference thereof: also through grooves cut on the periphery of a hol-low cylinder inserted in the eye of the runner, creating a current of air through these grooves, and a draft or suction through the eye, causing a more free, easy, and quick admission of the grain between the stones.

Mills that grind fast are liable to heat the flour, and consequently injure it,-but the currents of air, created as before described, and driven between the stones, prevent this from

taking place.

To the brake may be attached a screw or sink lighter staff in the usual way, to raise or sink the runner at pleasure. Also, near one end of the brake, and on it are placed weights and springs, or a fulcrum supporting a lever, attached to one of the corner posts of the frame by a bolt passing through one of its ends, and having a weight suspended near the other end, in the manner of a steelyard, by which the gravity or power of the runner may be in-creased or diminished at pleasure, so that an equilibrium is formed between the power re-

The hoop, hopper-frame, hopper, and shoe, are made in the usual manner.

What I claim as my invention, and for which

to the spindle, or by means of the flange near the bottom of the spindle and the lock-joint fastened to the tram-block on the bridge-tree, with the lever and weight acting on the same; the spindle passing through the balance-rind, secured to and suspended from the runner; the inserting wings or flights in the eye; the shape of the driver and balance-rind causing currents of air to pass between the stones in pipes or otherwise, and through grooves on the circumference of a hollow cylinder placed within the eye of the runner, carrying off the dirt and keeping the stones from heating, like-wise causing a draft through the eye, which allows the grain to pass more freely to the

grinding stones.

The mills are portable, and can be attached The mills are portable, and can be attached to any machinery, horse, steam, or water, with about two horse power, and are constructed on such a principle as to perform fast grinding with small stones, without heating the flour, and thereby greatly lessening the expense in erecting mills, and requiring much less power to grind them. The improvement can also be applied to mills now in use of the common construction. I am, Sir, yours, &c.

GIDEON HOTCHKISS. [We are much obliged by Mr. Hotchkiss' communication: it is from such sources that we look with confidence for much valuable matter to enrich our columns. Mr. Hotchkiss possesses certificates of the utility of his invention from upwards of seventy practical men, including many millers and millwrights, who have witnessed the operation.—Ed. M. M.]

[From the New-York Farmer.] Suggestions relative to Farmers' Work for April. By the EDITOR.

farmer,-all vegetation is bursting into life. is but short, without seeds; consequently, they Every agent in nature is brought into requisition. All animated nature begins to feel the vivifying influence of the genial sun. any farmer can procure seed sufficient for them from becoming dry. They should be many thousands of this useful tree. A wriplanted before the foliage puts forth, that they should be up and doing.

Hogses.—These should be kept in fine order, that they may be able to retain their corn—puts six or eight seeds in a hill. An flesh and strength throughout the laboring expeditious way of obtaining a plantation of months of April and May. Breeding mares locust is to set out a number of young trees should not only be not worked hard, but care in various parts of the fields, cultivate the taken that they are not overheated, jerked about, kicked or frightened. not suddenly change from hard labor to ease, down. Numerous young ones will sprout up. but should gradually have their work lightened.

uncommo n to see cows wretchedly poor, par-verely. April is thought by many to be the ticularly after calving. They are so weak best month for pruning, as the wounds heal and feeble, from light coarse feeding before over sooner. calving, which is so trying to their nature, that they have scarcely energies sufficient to regain their wonted appetite and strength.

FENCES.—These should be righted and repaired immediately after the frost is out of the ground. It is very difficult to keep board potted last month, should be put into fresh fence from leaning, or blowing down, parsuitable soils. Care should be observed to ticularly in moist ground. This we should disturb as little as possible the fibrous roots. suppose might be remedied by having the posts much larger at the bottom, tapering to- of growth cannot be expected in the absence wards the top. In this way there may be of very considerable light and heat, as well great economy in the posts. One as now as pure air. The last is required to habituate when first taken from a green house, they used will make two that will be more than them to the exposure to open air. great economy in the posts. One as now used will make two that will be more than them to the exposure to open air. twice as serviceable. Posts do not decay at the top, but near the ground. Let the fence ther increases, the watering must be gradually be as light as possible towards the top, in pro-

I obtained letters patent, is increasing the gra- of hay. If you have reason to think moles, plants are promoted by being syringed two vity of the runner by means of weight attached ants, and the frost, have rendered ground us- or three times a week in dry weather. The ants, and the frost, have rendered ground un- or three times a week in dry weather. The even, the grass will be benefitted by rolling.

> ARABLE LANDS .- Farmers should study and apply their means to obtain the greatest quantity and number of crops from the least ground, rather than to break up and plant be lightly whitewashed. as many acres as possible.

MANUFACTORIAL PLANTS.—Farmers should endeavor to become acquainted with the plants that are used in manufactories, with a view o. tered two or three times a day. Cape bulbs, introducing more or less of them in their rou- that begin to lose their foliage, require a detine of culture. Woad, madder, flax, hemp, mustard, oil plants, rape, poppy, rhubarb, and the bulbs, and pack them in dry moss. Pots numerous others, are used in the arts, domestic economy, and medicine.

MULBERRY.-Let no farmer, who wishes to enhance the value of his own, provide for his children, and benefit his country, neglect to sow a sixpence worth of white mulberry seed, and buy one or more plants of the Chinese mulberry, morus multicaulis. By thus doing, in the course of two or three years he will have several thousand plants. If the may be sown from the middle of April to the multicaulis is increased, by laying it, buds sufficient to inoculate the others will be ob-

SALT FOR SHEEP .- There have been instances when clear undissolved salt has been considered destructive to sheep. It appears to us unnatural to give any animal raw salt. If their food is rendered more palatable by a moderate portion of salt, it would seem as though it would be beneficial in all instances.

Fowls.—At this season of the year fowls This is a very important month with the sects, nor grain from the barn, and the grass should continue to be fed.

Locust.-By an expense of a few shillings, ter in a Kentucky paper says he sows the seeds in hills, and cultivates them as he does ground as usual, and in the spring, after the They should trees have extended their roots, cut them

PRUNING.—Forest and fruit trees that were not pruned last month should undergo the Cows.—At this season of the year it is not operation. Prune lightly, rather than se-

By the Editor.

Green House.

RE-POTTING.—Plants that were not resuitable soils. Care should be observed to supplied with these, as well as with light and

LIGHT AND SUN.-Health and luxuriance

WATERING .-- As the warmth of the wea portion to the bottom.

Grass Lands.—If a supply of fine manure is on hand, scarify your grass lands, and then give them a top dressing with manure. This will greatly increase the quantity the foliage and the general health of the

flowers, however, are rather injured by the water.

HEAT.—Should the sun injure the plants, particularly those near the glass, let the glass

HERBACEOUS PLANTS AND BULBOUS ROOTS. Divide and re-pot those that were omitted last month. They should be moderately wacrease of water. After the foliage is off, dry containing Dutch roots that have flowered should be laid on their sides, to ripen the bulbs; or plant the contents of the pot in a bed in the garden.

FLOWERING PLANTS require but comparatively little sun while in flower. Flowering stocks for seed should be set out into beds.

Flower Garden.

Annuals.—The seeds of these generally latter part of May.

BIENNIALS AND PERENNIALS.—Biennials rom the green house should now be transplanted, and the seeds sown.

PERENNIALS.—These should be divided and replanted, carefully watered and sheltered. Among the flowering plants which should be selected are the numerous varieties of the Chinese monthly roses, which are of all hues, the climbing roses, such as the splendid Champney, the Noisette, Musk Scented, Lady get but comparatively little food-neither in-Banks', Greville, and numerous others, the various climbing plants.

> DECIDUOUS SHRUBS .- In transplanting, great care should be taken to preserve as many fibrous roots as possible, and to keep receive no check.

EVERGREENS .- During this month these favorite plants should be taken up and set out with as little delay as possible. After the roots are partly covered, water should be poured on in successive times. The appearance of the ground around the plant is not improved by pouring water on the last or top layer of earth.

THE WALKS .- Grass walks should be often mowed and swept, and gravel paths require to be rolled often in the spring, particularly after rain.

Box EDGINGS .- This plant should be clipped about the middle of this month. Box Suggestions relative to Florists' Work for April. edgings should seldom be allowed to grow but a few inches in height, generally only three or four.

Rooms.

AIR AND WATER.-If plants are judiciously sun, they will do well in windows or rooms. In mild days they should be taken out-doors in the shade, and syringed. Some ladies will should not be exposed to much hot sun, but should have light to brighten the colors of the flowers.

STIMM ARY.

Gaw. Scorr. who left Charleston in the Natches sloop of war on the 29th ult, arrived in Washington on Saturday last. The ship was in Hampton Roads.

The Editors of the Norfolk Beacon were presented, on the 4th instant, with a few Cucumbers and Strawberries, from the garden of the United States Navy Hospital.

Of the handsome range of houses in Lafavette place. with their magnificent marble colonnade, which were to be sold to-day at suction, one only, No. 8, was effered. It sold for \$26,000. Mr. Geer, the owner per bushel. of the houses, then stopped the sale.

RICH ARRIVALS.— On Saturday last, there arrived at this port no less than four valuable cargoes of silks, teas, &c. from China, (a greater number than we re-collect to have placed on record in one day,) viz, the ships Superior, Oneida, Florida, and Mary—also the ship Asia from Batavia, with coffee. The cargoes may be fairly estimated at 300,000 dollars each—making in the aggregate nearly two millions.—[Gazette.]

Important Decision .- Vice Chancellor McCoun yesterday morning gave his decision in the case of William Scott and others, stockholders of the late National Insurance Company, vs. Frederick Depey-ster and others, President and Directors of the same. The suit was brought to recover one hundred and sepenty-nine thousand dollars, which had been frauduatly abstracted from the funds of the company by Oliver G. Kane, Secretary. The general charges in the bill were, that the funds of the company had been illegally invested, and that there had been gross negligence to the affairs of the company on the part of the defendants, in consequence of which all these losses had occurred. The judgment of the Court was, that on none of the charges were the defendants to be made liable. The bill was therefore dismissed with costs.—[Journal of Commerce.]

There is, we think, both weight and fairness the annexed observations of the New Brunswick Fredonian, ou the recent practice here with some of our contemporaries, of reporting arrivals.

The New York papers have commenced the publication of the names of persons daily arriving at the principal hotels in that city. We doubt both the policy and propriety of this. One does not, for instance, ays choose to have it proclaimed where he puts up, because the price may be deemed too low for his dignity, or too high for his pocket. Neither is it at all times, quite convenient to every gentleman visi. ting the city, to receive the attentions which a notice of his presence and "local habitation" might draw But there is a real and substantial objection to this mode of advertising persons, on the ground that it is an unauthorized and frequently an unwelcome intrusion upon their privacy, an abridge. ment of unquestionable right, and a sort of espoinage which may, in some cases, materially interfere with both social and business relations. It might also, by onstruction, be deemed a violation of the rights of

hospitality.

N. B. We perceive that our goodly city has credit for sundry crooked names never before heard of here. This is a piece of waggery which will frequently be practised, and will show that the design of the advertisers will not be accomplished.

Narrow Escape from a Bear.—A young man, in seing through the woods near Bangor, Me., a abort time since, found himself within a few feet of a ravenous bear. He sprang to the nearest pine and elimbed up, the bear clambering after him. Making good use of his feet he dashed his antagonist to the ground. The bear returned and was again repulsed, carrying with him one of our hero's boots. Bruin ascended a third time and with more caution. young man, hoping to escape, ascended the tree about fifty feet, and as the bear approached him at about fifty feet, and as the bear approached him at a cow, a powder horn and fire steel lying by the fire tempted to shake him off, but in vain, as his foot convinced him that the Indians were then very near. was held by the paws of the infuriated animal, who He resolved to follow up their trail: he pursued it had lost his hold of the tree and hung suspended by the poor man's leg. The young man's strength be-coming exhausted he let go his hold on the tree, and down they went with a tremendous concussion to the ground. Our hero struck on the bear and rebounded horse was killed at the first discharge; he disengaged eight or ten feet distant. The affrighted pair sat himself—levelled his rifle—killed one man, and, eyeing each other for sometime, when the bear, while raising his pistol at another, fell dead from a who was the more severely bruised of the two, ball received in his back.

Showing no signs of fight, the young man rose and Alexis Pillon was also killed. Joseph Papin and Countries him the countries him the Countries him the countries have the countries him the countrie

Smoot, which sailed from Hampton Roads 22d inst. for the West Indies, via Charleston, was spoken 24th inst. in lat. 54, long. 77, by schooner Mercator, reported under our marine head.-[Norfolk Beacon]

Gold.—A very rich vein of gold has been recently discovered on the land of Mr. Smith, in Spottsylvania, Va. It is said to run horizontally for the distance of a quarter of a mile, and that a shaft, which has been sunk fifty feet, has not reached the bottom. The Fredericksburg Arena says, in reference to the productiveness of this mine, that about 50,000 bushels of ore have been raised, of which a small portion is said to yield 50 dollars per bushel; and that the least valuable part of it is estimated to be worth five dollars

Death of Professor Ashmun.-The Law School at Cambridge and the legal profession at large, have met with a heavy loss in the death of John Hooker Ashmun, Esq. Royal Professor of Law in Harvard University, who died suddenly on Monday morning. He had for some time suffered from a pulmonary disorder, but had within a few days appeared in our Court, and was expected by his physician to have been able to go out yesterday.

He had the reputation of profound learning, and high hopes were entertained of his approaching distinction. But death has laid low these expectations Boston Mer. Journal.

The following gentlemen have been elected Direc-The fellowing gentlemen have been elected livestors of the Office of the Bank of the United States, in Washington City, for the ensuing year, viz.:—Samuel H. Smith, Thomas Swann, Benj. O. Taylor, Wm. Prout, Walter Smith, Robert H. Miller, Wm. S. Nicholls, Thomas W Pairo, Wm. C. Gardiner, William Laird, Darius Clagett. And at a meeting of the Board on the 2d instant, Samuel H. Smith was unanimously re-elected President.

Population of New Bedford .- The present popula tion of this town, as appears by a statement submitted at the annual town meeting on Saturday, by the School District Committee, amounts to 9,260; shew. ing an increase since the census of 1830, of 1.768. By the census of 1820, the entire population was only 3,947.—[New Bedford Mercury.]

It has been noticed as a remarkable coincidence that the number of signers to the Declaration of Independence was fifty-six, and that the death of the venerable Carroll, and last of the signers, took place just fifty-six years after the signing of that instru-

Military,--We learn from an officer of the Army, that an order has issued from the head quarters that an order has issued from the nead quarters of the Western Department of the U.S. Army, for the temporary occupancy of Fort Smith, by a company of the 7th regiment of Infantry. One of the objects of this measure, we understand, is to prevent the ille-gal introduction of spirituous liquors among the In-dians.—[Little Rock, Arkansas Gaz.]

Protests .- The Supreme Court have decided at their last special term, that by the Revised Statutes the fee for protesting a note or draft is 50 cents, and not \$1, 50, as charged by the notaries.

The Lynchburg Virginian says, the Legislature of Virginia "has actually appropriated \$2500 to remunerate Mr. Leigh for travelling to and from Charleston, and staying there six or eight weeks.

ST. Louis, March 23.—We deeply regret the necessity of publishing the following extract from a letter received by express from the Rocky Moun-

Missouri Establishment, Feb. 14th, 1833. " Joseph Papin came in with the letters, and states that he had been sent out by Mr. Vanderburgh to kill Buffalo for the camp, of sixty persons; in a short time he returned, saying he had seen cows, just slaughtered, and was sure that Indians were near. V. was incredulous, but called on a few men to follow him, and said that he would satisfy himself. Remains of meat roasting, and fire still burning near across the plain, until he reached some ground, where it was lest, and suddenly a volley was discharged from an unseen enemy: a rush of near one hundred Indians quickly fellowed.

-The U.S. scooner Grampus, Lt. Com. [[buried by us, and the partythen crossed the mountain

to join Mr. Dripps and his party.
The Black Feet showed the rifle and pistol of Mr.
V. to Mr. Bird, and boasted of having killed a white chief, and one of his men.

*Mr. Bird is an interpreter, and happened to be with the Indians at the time.

St. Louis, March 23.—Steamboat Dieaster—The steamboat Enterprize, Capt. Beatty, bound with a steamboat Enterprize, Capt. Beatty, bound with a full cargo, from this port to Galena, and Prairie Des Chiens, last Tuesday at 12 o'clok noon, struck a snag about three miles above the mouth of the Illinois river, and sunk immediately. The cargo will probably be saved, except such articles as are perishable by water.

Loss of the ship Glide .- By the arrival at this ort of the brig Henry Tallman, Capt. Lemont, from port of the brig Henry Tallman, Capt. Lem**ont, from** Matamoras, we learn that on the 7th inst. he spoke a schooner bound from New Orleans to S.W. **Pass,** Vermillion Bay, which reported, that the new ship Glide, of Portland bound from Boston to New Orleans, with a small cargo of hay, &c. was cast away on the Tambelier Island, on the 5th. All the information which Capt. Lemont could gather, was, that the crew were all saved—the ship had 13 feet water in her hold—supposed to be entirely lost.—[Franklin Republican, March 13.]

New ORLEANS, March 19 .- Shiptoreck .- The new ship Knight, Capt Knight, from Portland, arrived and anchored at the S. W. Pass about ten days ago — Being in that situation, she struck an old anchor, bu-ried in the sand. The wind coming to blow fresh, and being unable to get her anchor on board, the Captain was compelled to cut her cable away. She was driven out to sea, and was soon found to be leaking at the rate of 50 strokes of the pump a minute.—
The crew being exhausted by continual exertion to keep the vessel fron sinking; the captain drove her on the Caillou Island, with eight feet of water in the hold. She had 200 tons of stone ballast and 160 bales of hay on board; was insured in Boston, we understand, for the sum of \$14,000. The amount of property saved, is rated at \$3000, in furniture, rigging, and spars. The Captain and crew came down in the Cora from Lafourche.

Steamboat Disaster .- We learn by the steamboat Arkansaw, that the steamboat Superior, on her way down recently burst one of her boilers, between Point Chicot and Washington, by which accident five persons were killed, and seven or eight severely scalded. Among the former was Mr. Carnes, the head engineer. The others were firemen and deck This is the second accident of the kind that hands. has happened on board the same boat within a few months .- [Arkansaw Gaz.]

FOREIGN INTELLIGENCE.

LATER FROM FRANCE.-By the packet ship Louisa. from Havre, we have Paris papers to the 26th Febru. ary. Our latest previous dates direct were of 18th February. The Gazette de France of 25th contains this paragraph:

" Letters by writers of credit received to-day from Madrid, announce positively that the Portuguese Government having satisfactorily explained the shots fired at a French vessel entering the Tagus, the matter may be considered as at rest. There was only left to be settled the affair of the Alcyon, sunk at the mouth of the Douro. It is understood at Madrid that this too would soon be arranged, and then no pretext be left for any stack against the Government of Don Miguel. The mission of Sir Stratford Canning has failed completely. The Spanish Government refused to lend itself to the views of the British Cabinet, and M. Zea, whose credit Lord Palmerston was desirous of overthrowing, seema destined long to remain at the head of the Spanish

The anniversary of the birth day of Washington (says a Paris paper of the 23d) was celebrated by a splendid fete, given by Mr. and Mrs. Welles. The prettiest women and most distinguished personages in Paris were of the party.

The Charles Carroll packet, which left here on the 1st of Feb., went out in 19 days.

The Journal of Commerce has received dates later than ours. From its Extra we take the following extracts. We presume the acknowledgment of her fied, leaving his hat and the boot behind him, his four others escaped and found refuge in the Camp. friend of the shaggy coat casting at him an expressive look, accompanied by a growl and a shake of the head. | could find no vestige of poor Mr. V. Mr. Pillon was pressed in France, and by the diplomatic corps, will private marriage, made by "the prisoner of Blaye,"

do more to crush the Carlists in France, than all the acts of the Government of Louis Philippe. It covers her partisans with ridicule, and that is mortal every where, but more speedily so in France than elsewhere.

By the article under the Vienna head from the Ha vre Journal of 2d March, it seems that the victorious Ibrahim refused at last to agree even to an armistice with the Porte, and that he was marching on Con stantinople. Russia had been called on by the Grand Seignor for aid. Perhaps, after all, the spark of war which seems extinguished in the west of Europe, is nately quick smart strokes with hammers. to be rekindled in the East.

A later paper-the Gazette de France, of the 2d

The affairs of Don Pedro are spoken of as more promising, disease and bad supplies having much impaired the efficiency of the Miguelite army.

M. de Chateaubriand had been acquitted in Paris, and was borne away from the Court in a sort of tri-

[From the New-York American of Tuesday.]

LATEST FROM EUROPE .- There is a fleet of packets and other foreign ships announced as below. The Mary Howland, from Liverpool, of 8th ult. is the la-

The King of Holland, according to Brussels accounts of the 5th, had refused to comply with the mmary demand of France and England as stated in this paper of -- last, and declared himself ready to meet all the consequences of such refusal We see not how, under the circumstances, the march of a French army and the sailing of a British fleet against Holland is to be avoided-for these were the alternatives stated by Talleyrand and Lord Palmerston, in case of the non compliance of the King of Holland by the 15th March.

The publicity given to the declaration of the Duch ess of Berri, and its deposition in the archives of France, is spoken of with unbounded severity by the liberal as well as loyal papers.

The National says "There is not in Paris a fami ly of the working class, however poor, who would not rather forego its last morsel of bread, than brand the forehead of one of its members with the ignoble legend with which the Chancery of Louis Philippe proudly enriches its archives, after having soiled with it the walls of the Castle of Blaye. In our humble plebeian families, they know not how to turn over to public malignity the weaknesses of their own blood, e a gross benefit therefrom order to deriv Protest of a wholly particular nature is only fit for unstart rovalty.

In the Messager des Chambres of 2d March, we find the following article under the head of Falmouth (England,) Feb. 22:

"Among the passengers in the Lishon packet, bound to Oporto, is M. Cabral, an ex-magistrate and deputy from the Azores to the Portuguese Cortes. He is said to be the bearer of arrangements made with some bankers of Paris for a loan of fifty million france, (ten million dollars,) negotiated by Gen. Saldanks for Donna Maria. If this be true, we should soon hope for the solution of the Portuguese question; for the party that has most money will assuredly beat the other."

The London Globe of 27th February quoted in the Estafette du Havre, of 2d March, says :

" Letters this morning from Lisbon agree in representing the army of Don Miguel to be in such a state of sickness and destitution, that it was thought the siege of Oporto would of necessity soon be raised. Wagons full of sick were arriving from all quarters. It is even said that some advanced works in front of on are about to be thrown up, in the event of Don Pedro's marching upon the capital."

Sir Walter Scott .- The Queen of Spain is the only one of the crowned heads of Continental Europe who has hitherto subscribed to the monument to be srected in memory of Sir Walter Scott.

Young Ladies for sale. - In one of the Calcutta Young Laties for sail.—In one or the Calculate newspapers the following advertisement appeared—
"Be it known that six fair pretty young ladies, with two sweet and engaging young children, lately imported from Europe, having the roses of health blooming on their cheeks, and joy sparkling in their eyes, possessing amiable manners, and highly accomplished, are to be raffed for next door to the British Gallery. Scheme, twelve tickets at twelve rupees each.

Blasting Rocks under Water by means of the Ding Bell.—Three men are employed in the diving bell: one holds the jumper, or boring-iron, which he keeps constantly turning; the other two strike alterthe hole is bored of the requisite depth, a tin cartridge, filled with gunpowder, about two inches in diameter, and a not in length, is inserted, and sand March, this moment received—states that Ibrahim placed above it. To the top of the cartridge a tin pipe is soldered, having a brass screw at the upper end. The diving-bell is then raised up slowly, and additional tin pipes with brass screws are attached, until the pipes are about two feet above the surface of the water. The man who is to fire the charge is placed in a boat close to the top of the tube, to the top of which a piece of cord is attached, which he holds in his left hand. Having in the boat a brasier, with small pieces of iron red hot, he drops one of holds in his left hand. the tube; this immediately ignites the powder, and blows up the rock. A small part of the tube next the cartridge is destroyed; but the greater part, which is held by the cord, is reserved for future service. The workmen in the boat experience no shock; the only effect is a violent ebullition of the water arising from the explosion; but those stand on the shore, and upon any part of the rock connected with those blowing up, feel a very strong concussion. The only difference between the mode concussion. of blasting rock at Howth and at Plymouth is, that at the latter place they connect the tin pipes by a ce-ment of white lead. A certain depth of water is ne-cessary for safety, which should not be less than from cight to ten feet .- [Repertory of Patent Inventions.]

> From Liberia .- The ship Lafayette was below on Saturday from Liberia, via St. Thomas. Capt. Har-dio came up in the Norfolk steamboat. He reports that the Colony was healthy at the time of his sail. Dr. Mechlin, the Colonial Agent, had succeeded in concluding a treaty with the people of Grand Bassa, and had returned to the Colony in safety.— [Baltimore American.]

[From the Charleston Patriot of April 1.]
FROM THE WEST INDIES.—By the schr. Naomi, Cap. tain Lubbock, from Dominica, we have the Colonist, of the 9th ult. The only item of intelligence it contains is an account of several shocks of an Earthquake, in the Island of St. Christopher commencing at 8 o'clock on the night of the 8th March, and continuing with little intermission for eight days, during which time the inhabitants of St. Christopher were kept in a state of constant terror. All the stores of St. Christopher were closed and many of the residents fled for refuge on board the vessels in the harbor.

The injury (says the Dominica Colonist) done to the Buildings in Casseterre is very great—there is scarce a stone building or store we think, that has not been injured in some degree; and several old walls and chimneys have been thrown down. Church, the Wesleyan Chapel, the Jail, the Custom House, the Reading room, the Tavern, have all re-ceived damage, and several private dwelling houses have been so shaken as to cause the walls to in many places. The Parish Church of St. Thomas, Middle Island has suffered materially.

The works on several of the Estates have been much rent—particularly those on the Spring Lodge Otley's (Cayon) and Olivees, with many others that we have not yet had an accurate account of; and several chimnies and walls were thrown down.

A considerable quantity of bottled liquor was de stroved, by the first shock of the earthquake--the value, supposed to be some hundred pounds sterling.

At no period since the awful visitation of 1797,

when a dreadful convulsion in South America, destroyed many cities, and buried in the ruins som thousand of persons, and which was severely felt here, have such severe shocks been remembered in this island. We remember many shocks which caused a momentary alarm, but no injury was sustained and there was no repetition of them, so as to create any apprehension.

The shocks of earthquake, we understaed, were

seper copies from an American one, an account of a they were very slight. By the Mail Boat, from St. Thomas and Tortela. we learn the account of a they were very slight. By the Mail Boat, from St. Thomas and Tortela.

The Cholera appears to be making sad ravages at the Havana. The news in the annexed extracts. from the Baltimore Chronicle of Saturday, is later by a week than our previous accounts. Still no one who remembers the exaggerated statements sent abroad of the mortality of the Choleta in this city last summer can doubt that the story of 500 deaths a day in Havana is gross exaggeration. We learn with regret, hat private letters from Matanzas, speak of the disease as just appearing there.

THE CHOLERA AT HAVANA .-The schooner F Fan, at this port yesterday from Havana, brings advices to the 24th ult. The Gazette states that the accounts received by her represent the progress of the cholera as truly appalling. From the 24th of February till the 24th of March, five thousand, (1,000 whites, and 4,000 blacks,) had died of the diseas and on the day before the sailing of the Fan Fan, five hundred persons are stated to have been taken off, and nearly the same number had been buried each day for several days previously. The Captain Gen-eral has issued an order, that all the artillery shall be fired at sunrise each day, in the hope of purify-ing the atmosphere. The Board of Health of Havana have issued an order prohibiting the sale, by the Apothecaries, of any medicines under the name of specifics for the cure of the Cholera. Several of the Apothecaries have offered to furnish medicines gratis to the poer. The Superintendents of the Hospi-tals make the same complaints which were urged in this country, as to the patients being brought Hospitals in the last stage of the disorder, and absolutely incurable.

Since the above was in type, we have received the following letter, dated

"HAVANA, MARCH 23, 1833.—The Cholera is making such ravages among our population, that business is almost entirely suspended, and the Clerks in commercial houses, brokers, and cartmen, launch men and day laborers, are unwilling to work. Our daily list of deaths, publicly known, talls not far short of 500, but it is supposed that the number is great Strangers are not permitted to go outside the walls, lest they should discover the mortality.

One individual has lost 50 out of 200 slaves, and nearly the whole black population has been attacked.

NEW-YORK AMERICAN.

APRIL 6, 8, 9, 10, 11, 19-1833.

LITERARY NOTICES.

A SERMON ON THE RELIGIOUS EDUCATION OF CHIL-DREN, by GARDINER SPRING, Pastor of the Brick Presbyterian Church in New York. New York: Jonethan Leavitt.

Domestic Portraiture-or the successful application of religious principle in the education of a family-exemplified in the Memoirs of three of the deceased children of the Rev. Legh Richmond. N. York: Jonathan Leavitt.

The education of children is an inexhaustible theme. On no concern of such deep interest have more varying theories been broached, than on the proper manner of developing and properly directing the intellectual, moral and physical faculties of youth. All, or nearly all, will agree in the general results to be simed at; but there is an infinite and irreconcilable diversity in the means proposed for attaining them. Hence, as well as from the intrinsic importance of the topic, there can be but few higher er more fitting objects of solicitude to the faithful pastor of a church, than that the children of those to whom he ministers should be early taught to walk in the right way. To such a feeling as this do we owe the Sermon of Dr. Spring-and to a somewhat similar feeling the other publication from the same press, which we have named with it at the head of these remarks. The general views of Dr. Spring in regard to the special objects to which the attention of parents should be early directed in the education of their children, command our entire assent. The habit of subordination, a sacred regard to truth, industrious habits, temperance, caution in the selection of associates, respect for the sabbath, judicious instruction in the estimate to be formed of the world,



strongly inculcated and required—but the manner in which most surely to inculcate them with success and acceptance on the part of the learner, constitutes the whole difficulty of education. Both Dr. Spring and the gentle and highly gifted Legh Richmond insist, and wisely and truly insist upon the inappreciable importance of making home the happiest place to the children of a family. "Every family," says Dr. Spring, "ought to be a little world within itself. Absolute exclusion from the world is undesirable; but if I mistake not those families are best educated, and exhibit most of moral feeling, that are most tenderly attached to home." So in regard to Mr. Richmend's views: the editor of "the Domestic Portraiture" tells us, "Mr. Richmond's first object was tomake home the happiest place to his children; to render them independent of foreign alliances in their pursuits and friendships; and se to preclude the feeling too common in young people, of restlessness and longing to leave their own firesides, and wander abroard in search of pleasure and employment."-Even this object however must be effected by attraction and not by prohibition, by rendering home more agreeable than other places, not by denying the opportunity of instituting any comparison.

Among the measures to be adopted for accomplishing the great ends of education, Dr. Spring lays great and deserved stress upon the force of example. "Be yourself what you wish your child to be," it is justly said, "is perhaps the most weighty axiom in the education of children. Example influences, long before instruction can inform, or authority can bind. Precept constrains, example allures; precept compels, example persuades; precept is a dead, example is a living law." And herein in truth consists the great difficulty of the task of education, for most parents, and instructors. It requires a degree of selfdenial, forbearance, constant watchfulness of one's own acts and expressions, which few can practice, and which it is nevertheless most dangerous to forego. We must be indulged with making an extract from the view of this subject, so well put by Dr. Spring :---

Children are imitative beings; and few persons are aware how soon they understand the import of what they see and hear. The example of an affecwhat they see and hear. tionate and watchful parent can scarcely fail of exert ing a most insinuating and powerful influence. No child is too young to be the accurate observer of its parent's conduct, and to be purified, or contaminated, by his example. The remark cannot be too strongly enforced on parents, that however insensibly, they are incessantly moulding the minds, the habits, the character of their children, by the power of their example.

You do not mean that your child should possess an unyielding, imperious, spirit; that he should be overbearing and contemptuous; or that he should bef unkind, unamiable, and uncourteous. But what ivers in you a hasty, uncontrollable, temper what if he sees that you are haughty and disdainful that you are fond of sharp contention, and disregard all the laws of kindness and courtesy : the effect will be, in spite of all your efforts, that your example will be the governing motive of his conduct. You do not wish to see your child idle and alothful, and afraid of toil and hardship. But what if you yourself are a man of fashion and leisure; what it your child suspects that you do not deem it reputa-ble to labor; and that instead of redeeming your and being diligent and unwearied, you are satisfied with living at your case: is it very proba-ble, that your child will aspire to great activity, should be a man of honorable feeling and unbending veracity; that he should be punctual in his engagements, and thorough in his business. But, if while he hears you commending and extolling these virtues. he knows that you descend to what is little and at; that you are disingenuous, equivocal, and solves; that you are loose and immethodical: will not your habitual conduct be apt to have more influence with your child, than your most positive presents? You wish your children to be discreet precepts? You wish your children to be discreet for pleasure. It is to be published semi-monthly, and only be virtuous, and to be virtuous they need only be used to be virtuous they need only be used to be virtuous. But what if you will treat of the manners and customs of foreign enlighten'd.

and a spirit of benevolence—all these cannot be too yourselves are devoted to dissipation and convivial countries, of voyages and travels, of natural history intercourse: what if you occasionally resort to cor-

rupt and corrupting society; * * *
is it not possible, that you are thus most effectually alluring your children to become the victims of sense and sin? You would not wish your child to be an atheist, or an infidel. But what if he hears you sometimes expressing your doubta, whether there be any such being as God; whether there be any difference between what is right and what is wrong, except what arises from customs, or education whether there be a world of everlasting retribution and whether, after all, the Bible may not be a cunningly devised fable; would it be surprizing, if your child should be deeply imbued with this unhinging scepticism? You who profess to be Christian parents, wish to lead your children to seek first the kingdom of God and his righteousness. But what if they discover, that you yourselves, are conformed to this world; that your great object is to be rich and splendid, and to seek the honor that cometh from men; that you are influenced more by the maxims of fashion and the approbation of the world. than by the approbation of God and the unerring judgment of his word: will you have any just ground for disappointment, if your example defeats your instructions?

We would gladly pursue this subject, but are adraomished that others claim our notice, and therefore take leave of these two publications, with sincere respect for their authors, and excepting some matters of detail, with general assent to their opinions.

LORETTE-The Mistery of Louise, Daughter of a Conadian Nun: exhibiting the Interior of Female Convents. New York: Wm. A. Mercein.-This is a most reprehensible publication, and quite unfit to be introduced into any family. It is intended as is professed, to unveil the depravity of Catholic Convents, and Confessors in Canada; and in order to do so, a tale of gross, incredible, and revolting depravity is invented, which becomes the more shocking from the mingling up with it of religious dissertations.-We are ashamed that the New York press should have ushered such a publication to the light.

SEMI-SERIOUS OBSERVATIONS OF AN ITALIAN EXILE DURING HIS RESIDENCE IN ENGLAND. By Count Риссию.—Philadelphia · Key 4 Biddle. N. York, D. Appleton .- The Lions have turned Painters, and they who have heretofore enjoyed the monopoly of delineating the characteristics of others, are themselves at last subjected to frequent and unsparing scrutiny and exhibition. After Prince Puckler, this lighter little book of the Italian Count must have been felt by the English themselves as merciful. It is amusing, original, and short—and will be read with pleasure here.

ENCYCLOPÆDIA AMERICANA, VOL. XIII. Philadelphia, CAREY, LEA & BLANCHARD.—With this volume closes this most useful and valuable publication, which, as in its progress we have had repeated opportunities of praising, we now, that it is finished, commend to all who can afford any sort of library, as an indispensable work. On any and every question that can arise and lead to discussion, in government, religion, morals, science, philosophy, politics, biography, or as to the ordinary occupations of men, whether professional, agricultural, commercial, or mechanical, there is scarcely any general principle or leading fact, which will not be found either illustrated in this volume, or so referred to, as to show where a further illustration is to be found. Brought down, too, as it is, to our own times, and adapted to

PARLEY'S MAGAZINE, No. 1: Boston, Lilly, Wait 4 Co.—Peter Parley's tales and travels have amused many a youth. This magazine is intended in the same can. Its basis is the principle, that the proper end familiar way, to attract the attention of those who do not like to read as a task, and to induce them to read cure the greatest amount of happiness; that to be

sometimes interesting stories, sometimes explanations of various trades and pursuits will enliven its columns, which will be illustrated with abundant engravings: the whole at the price of one dellar per annum. This number before us, which is a specimen number, affords great promise of usefulness and sound instruction, by thedissemination in plain language and in short narratives, of things meet to be known. A contemporary, we observe, expresses apprehension that religion is not to be acknowledged in this publication; but on the very first page of the magazine in the address to the public, explanatory of the little medallion prints on the cover, it is said-" One of these round pictures is a church; by which I intend to tell you, that in my pages you will occasionally see something about religion, and those duties and pleasures which spring from it."

We are much pleased ourselves with this little Magazine, and hope it may succeed.

THE TOILETTE OF HEALTH, BEAUTY AND FASHION, &c., &c.: Boston, Allen & Tickner; for sale in N. York by John Wiley, Nassau street .- There are mysteries developed in this little volume, which far be it from us to quote: but one might almost suspect that beauty, either male or female, is, if this record be accurate, a more artificial concern than simple men suppose.

AMERICAN QUARTERLY TEMPERANCE MAGAZINE. No. I .- We give a part of the Introductory to this new periodical, as expressing with clearness and precision the objects and mode of proceeding of the friends of the noble cruse of temperance.

"The end aimed at, we believe to be, not an individual, a local, or a sectional interest. bers of this society are banded and pledged, it is trae, but to the pursuit of no doubtful object. They are but to the pursuit of no doubtful object. They are leagued for the support of one great maxim, a plain simple principle, not only consistent with, but and as they suppose, inseparable from, the prosperity and welfare of all.

The appeals they propose to make, like those heretofore so often repeated, they would address to the understanding and conscience of their fellow citizens, not with the design to foster any peculiar set of opinions, or to engage support for any favored or-der of men. Their invitation is not a call to enter any field of vague discussion, or of party of sectarian strife. They seek not to assemble men together in crowds, that the artful and designing may ride on their shoulders into places of power or profit. They demand no relinquishment of true and substantial in--no burthensome sacrifiee of time and dependence money; their pledge imposes no inconvenient or useless observance of rites and ceremonies, days and seasons; requires no qualifying test but the siple promise to abstain from the use of presed, de-nounced, and detected rosson. This it is, and no There is nothing kept back, no concealed machinery, no hidden wires, by which those who engage to support temperance, can be made to play an unconscious part in other game. friends of Temperance, who adopt this method of addressing the public, rely for success upon the in-trinsic merit of their cause. They have but a single design, and that is of easy comprehension. They would inculeate wisdom and prudence, with the hope that the sum of happiness may be thereby increased. If a man is in health, they request him to do what he can to remain so; of the strong man they ask the preservation of his strength; of the wealthy te mainiain and secure his independence; of him who has cheracter and influence, to use those down, teo, as it is, to our own times, and adapted to our own country, we do bare justice only to the publishers and editors when we say, they have given us a work of universal, lasting, and unquestionable utility.

Hint who has therefore a minimum to have good of his companions, that they may be continued to himself; of the poor and unfortunate, they require nothing but to take hold of the friendly hand that is stretched ont for their relief, and by a moderate exercise of self control and an easy aspect, assist to advise themselves to competence and comfort.

In its organization, the Society is strictly republi-

tween his Prussian Majesty's Consul and the Executive Committee of the New York State Temperance Society, requesting on the one part and furnishing on the other, for the use of the Prussian Government, information relative to "the great temperance reformation which is now scattering its rich and precious blessings throughout all the States of the American Republic."

Article 3d, some lines "on the sale of ardent spirits by christians." Article 4th, "causes which oppose the Temperance Referm." Fifth, sixth, "Medical advice," " Pathology of Drunkenness," &c. &c.

We recommend this truly philanthropic production to those who are, as well as those who are not, convinced what great results may be expected by united acts in this noble cause. Whatever profit may arise from its circulation, will be carefully devoted to the furtherance of the great object of the society.

TRAVELS AND RESEARCHES of Von Humboldt, Harper's Family Library No. 64.-Familiar as is the name of this illustrious individual to the lovers of science throughout the world, his writings, from the form in which they have appeared, have never enjoyed that general circulation which their interest and importance should command. The splendid folio edition of his works (Voyage de Humboldt et Bonpland) which appeared at Paris, Hamburgh, and London in 1810, a work to which, like that of our own Audubon. "the modern literature of Europe can hardly, in gigantic extent and richness, offer a parallel," is of course far beyond the means of the majority of readers, while other editions have not, as we are aware, been much circulated in this country. The present abridgement therefore is both highly acceptable in itself, and a most valuable addition to the "Library" of which it here forms a part. Like all abridgements, however, by other hands than those of the original author, it is m its very nature somewhat crude and unsatisfactory. The general information, and even the minute details of facts, experiments and scientific observations, made by the great naturalist in his celebrated expedition over the southern part of this continent, seem to have been retained: But the eloquent and glowing description, the learned dissertation, and the animated narrative of Humboldt, is missing, only enough being retained in his exact words, to give the reader of this epitome an eager desire to go at once to the fountain head of the information it embraces. Still within the same limits to greater advantage, the original work could hardly have been compressed, and as those limits are nearly the same as have been prescribed for all the books which make up the Family Library, it is unfair to make that an objection to a single work which is one of the greatest recommendations of the whole collection-brevity and comprehensiveness. With these passing observations about the work before us, we will endeavor, with the assistance of a memoir of Hamboldt, now before us in another shape, briefly to **ketch a portion of the labors of the hero and subject** of it, during his arduous tour through the remote and secluded regions of South and of Central America.

It was in July, 1799, that Humboldt and his companion Bonpland landed at Cumana, in South Ameriea, and after botanizing on the summit of Ceripa and Silla de Avilla, proceeded into the interior to the Equator. They then traversed the plains of Calabozo and Apura, and entered upon a veyage of 500 leagues, performed in canoes. Descending the Rio Apura to its junction with the Orinoco, they ascended the latter to the mouth of the Guaviane, and then followed up the streams of the Atahapo Tuamini and Temi; and carrying their canoes through the thick forests of the country, they descended the Rio Negro to the boundaries of Grand Para, in Brazil, and after undergoing incredible hardships, and being prevented by the ferocious Guarjaribes from reaching the sources cheering sympathics of his fellows, and where no

The second article contains a correspondence be-||of the Orinoko, which they had again struck, by pas-||eye can sparkle for his success, or grow dim at his sing through the Cassiquiare, they returned upon the discomfiture, and no heart can beat with interest for former stream to Cumana: Having, with the as his fate till long after it may have overtaken him. sistance of chronometers of Jupiter's sattelites and where there is nothing but the intense love of nature. the moon's amplitude surveyed a great portion of this and the invigorating influence of his own free thoughts immense extent of country, and made many interesting scientific observations upon a variety of natural phenomena in those regions. After spending some time, partly on the coast, and partly among the West India islands, in arranging their notes and collections and adding to their stores of observation, these enterprising naturalists embarked again for the Main: and indulging their love of nature and taste for botany in the magnificent forests of Turbaco, they descended the river Magdalena and travelled on foot through the woods, reached the centre of New Granada, pushed on through the continuous rains of the wet season to Quito, crossed the Andes near the snow capped summits of Tolina, and wandering thro the province of Choco, scaled the volcano of Sotara. and looked into the boiling cauldron of hissing water that steams up through the snow-crowned crater of Purace. The gold washings of Quilichao, the waxpalms and gigantic passion flowers of Tolina, and the poisonous vale of Patia, were successively left far behind, and the precipitous Cordilleras of Almaguer opposed no obstacle to those who, after a short rest at Iberra, scaled the burning Pichincha, and left their foot prints in the eternal snows of Cotopaxi and Chimborazo, where the blood started from their eyes and gums, and their muscles grew rigid with the intense cold. But our limits will not allow us to follow the adventurous Philosophers through half of that wonderful career, where every step was marked with daring enterprise, and every pause with scientific observation. In all these rich and stupendous regions, they found time and opportunity, amid every disadvantage of travelling through a country so little civilized, to conduct their researches, and make their scientific observations, with as much coolness and success as if experimenting in a laboratory or museum at Paris. At one time we find them studying the mines of Mariquita, or dissecting Caribbean mummies in the cave of Atamipo; at another, ascertaining the composition of the air at the mouth of a volcano; and again taking a trigonometrical survey from the crest of a glacier; now finding the astronomical situation of the Chamaya at its junction with the Amazon, while floating on a raft on its bosom; now wading through the snowy fields of Assonay, and piercing the dense forests of Gonzanama to study the productions of the vegetable kingdom, and again plunging to the bottom of the crater of Joruli to analyze the gases which exude through the thousand crevices of the Ætne of Mechoachan. Labors and researches. which, for their stupendous and comprehensive character, deserve the epithet of Herculean, more than those of half the conquerors that ever strode over the nations, and left dismay and desolation in their path. How much more indeed, is that hardihood and daring adventurousness, that deep and still determination of character, to be admired, which carries a man like Humboldt or Audubon to the depth of the wilderness, and sustains him amid all the dangers and privations of such solitudes, while pursuing his lonely career of useful inquiry, to the drunken valor of him, who, to the inspiriting sound of drum and trumpet, hurries amid thousands of excited beings like himself, to bring war and destruction on his fellows? The courage of the one lies in meeting, before the eyes of a gazing and admiring world, the conflict of the elements he has himself set in motion; the daring of the other consists in braving the convulsions of nature herself, and battling with floods and snows, with the tornado and the thunderbolt, the lave torrent and earthquake—far away from the

to bear him up against the thousand perils that assail his "unhoused condition."

But our pen, like an arrow sent en an aimless errand, is unconsciously shooting beyond our limits; and the length to which this notice is already protracted, has usurped the room allotted to us for seve. ral other works still on our table,-all of which shall be properly cared for next Saturday. But we must add, what our readers will agree with us in rejoicing at, that Gulian C. Verplanck and WmC. Bryant have undertaken to edit the forthcoming volume of the writings of the late Robert C. Sands. It is a gracious office on their part, to a man of kindred genius, prematurely cut off-and will be duly appreciated, as well by the public, as by his friends.

POETRY.

[FOR THE NEW-YORK AMERICAN.] RESEMBLANCES

"Catch [if you can] the Gynthia of the minute !" Her heart is like a harp whose strings At will are touched alike by all— Her heart is like a bird that sings In answer to each fowler's call— That harp has still one set Reserved for master hand That bird has still one me Reserved for master hands alone—
That bird has still one meaning note
Which only toward its mate will float.
Her heart is like a gallant bark
Whose hold with precious freight is stewed;
While on the deck you only mark
Traces of a less coatly load.
That bark her course will sometimes veer,
As if no hand were there to steer,
But yet the pilot does not sleep
That guides that vossel o'er the deep.
Black will be be whose listening our That guides that vessel o'er the deep.

Blest will he be, whose listening ear,
Thrilling to sounds that none have heat
Shall in their finest cadeace hear
The music of that harp and bird.
But, lady, more will eavy him
Forjwhom that freighted sitip may swim
Who, by the light of those bright eyes,
Shall steer to port his noble prize.

A VOICE PROM THE WINE PRESS. By Miss H. F Gould. Twee for this they reared the vine, Festered every leaf and shoot, Loved to see its tendrils twine, And cherished it from branch to root! Twas for this, that from the blast
It was screened and taught to run,
That its fruit might ripen fast,
Oe'r the treilis, to the sun. And for this they rudely tore Every cluster from the sten Twas to crush us till we pour Out our very blood for them. Well, though we are tortured thus Still our emence shall endure. Vengeance they shall find, with us,
May be slow, but will be sure. may se slow, but with oe sure.
And the longer we are pent
From the air and cheering light,
Greater, when they give us vent,
For our rest shall be our might.
And our spirits, they shall see,
Can assume a thousand shapes;
These are words of verity,
Uttered by the dying grapes. Uttered by the dying grapes.

Many a stately form shall reel,
When our power is felt within;
Many a foolish tongue reveal
What the recent draught has b
Many a thoughdess, yielding you
With his promise all in bloom,
Go, from paths of peace and trut
To an early, shameful tomb. To an early, snameful tons.

We the purse will oft unclasp,
All its golden treasure take,
And, the hasband in our grasp,
Leave the wife with heart to break
While his babes are pinched with coi
We will bind him to the bowl,
Till his features we behold
Glowing like a living coal. Glowing like aliving coal.

We will hid the gown-man put
To his lip a glass or two,
Then we'll stab him in the foot,
Till it oversteps the shoe,
And we'll swell the Doctor's bill,
While he parries us in vala;
He may cure, but we will kill
Till our thousands we have clain. When we've drowned their peace and Strength and hopes within the bowl, More we'll ask than life or wealth, We'll require the very soul!
Ye who from our blood are free,
Take the charge we give you now;
Taste not, till ye wait and see
If the grapes forget their vow.

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METEOROLOGICAL RECORD, KEPF IN THE CITY OF NEW YORK. For the Week ending Monday, April 8th, 1833.

[Communicated for the American Railroad Journal.]

Date.	Hours.	Baro- meter.	Therm- ometer.	Winds.	Strength of Wind.	Clouds from what direction.	Weather and Remarks.
	6 a. m.	20 10	45	N-NNE	faint		clear-moderately smoky (dry fog)
Pused. April 2	10 a. m.	.15	56	NE-ESE	light	13	· — · · · ·
	1 2 p. m.			ESE-SE by E		wsw	fair — ·· ·
	6 P. m.	1 .10		ESE			
	10	.10		E			·· - ··
Wednesday,		1 ^^		NE-E		8sw	· · · · · · · · · · · · · · · · · · ·
Memment's	10	.09		rer—68E	mod.	C.34.	cloudy — ··
	1.0	i	i			(saw) -	
	2 p. m.	.01	57	mer ,	moderate	1	••
	, p	1	ì			(88E)	
	1	١				1	—rain
	16	.00	55			brisk	
	1	l	۱		fresh	88W	rain
_	10	29.91		• • •	faint		cloudy and foggy—rainy
Thursday,	6 a. m	.75		ssr-sw	Idine.	88W-W-8W	cloudy—fair at 1 p. m.
-	10		64	aw	light	WBW	foir
	2 p. m	1 .63	60			88W	1
	10	6	57	1		Wsw	
	5 6 a. m	1 12		W-WNW	moderate		—light smoke
Friday,	10	7		WNW-NW	fresh		—
	2 p. m	1	5 58	NW-NW by W	fr'h-mod		
•	16	7 .8	5l 50	NNW	moderate		1
	hò	.9	0 47		:		clear
Samrday.	6 6 a. m	30.0	2 43	N-WNN	light		
Jenes day,	10	,0	9 50	N—SW			··· ·
	2 p. m	00		28W			fair
	6	1 .00		8 by W		Mam	I BUT
	10	1.10				wsw	—light smoke
Sunday,	7 6 a. m	. 1		a by w-sr	1		smoky and hazy
	10	.2	0 56	SE		(Www)	
	1 _	1 .	8 56	SE-ESE	modfr'		cloudy
	2 p. m	. 1	B 30	OF-FOR	MIOCIII	SSE)	
	1.	.0	7 50	RSE	fresh	BBR	1
	6	29.9			strong		—rain
	8 6 a. m			1 ::	light	i	cloudy and foggy
Monday,	10 2. 11	1 .6		6B	1	1	rainy
	2 D. II	1 6		variable	faint	WEW-WEE	fair
	6 p. m	"l .6			calm	WsW	
	10	.6		1 .	.1	i	· · · · · · · · · · · · · · · · · · ·

Average temperature of the week, 53.22

Note.—In the Meteorological Table in our last number, in speaking of the Winds for March, it should have rease South westerly, including S. 49; and Northwesterly, including W. 47.

MARRIAGES.

On Wednesday evening, by the Rev. Wm. Quarter, Mr. En-ward CROSLY, to Miss MARIA, second daughter of Mr. Andrew Fallon.

La Meore county, North Carolina, on the 7th inst. by Malcolm Rue, Esq. Daniel D. Patterson, Esq. measuring 4 feet 10 sches in height, to Miss Mary M'Farland, measuring 6 feet inches, both of Richmond county.

DEATHS.

On Tuesday evening, MARY, wife of Samuel D. Wilkins, of swanes, L. I. and daughter of Nehemiah Denton, Esq.

This morning litth inst., John W. Strunson, son of the late vederick P. Stevenson, in the 23d year of his age.

Last evening, after a short illness, Samual Judo, son of Ja P. Penniman, aged eight months. On Saturday night 6th instant, I. I. Saurer, (of the firm of

On Sunday 7th instant, after a short and severe illness, in the 18th year of his age, Mr. Agentaald Nisbar, a native of Scot-land, and for the last 40 years a resident of this city.

On Saturday morning 6th instant, of consumption, Sylvia wife of Timothy Dewey, aged 44 years.

On Sunday, of Dropsy, William L. Rose, Esq. in the 59th car of his age.

Monday, 8th inst., A. OBERTEUFFER, of Switzerland.
On Monday morning, 8th inst., Mr. Louis Charluer, a native

of France.

Tuesday morning, 9th instant, after a lingering illness, Mr.

Guenan Cook Ann., in the 21st year of his age.

Monday evening, 9th inst., of a lingering illness, Mrs. Bridgering

Riman, widow of the late Dennis Mehan, in the 47th year of

Manal, widow of the late Dennis Mehan, in the 47th year of bur ags.

Maintay merning, 6th April, after a long and painful illness, Manales Rodenzes, in the 55th year of her ago.

Manales Pides evening, 5th April, Miss Ann Lann, aged 90g-ears. On Wednesday the 3d inst. Mrs. Anna McVickar, relict of the late John McVickar, of this city, in the 73d year of her age. In Chilicothe, Ohlo, on 29d March, after a severe illness o about four weeks, Mr. Robenz Kercheval, Editor and Proprister of the Schoto Gazette, in the 45th year of his age.

At Orbow, Jefferson Co. N. Y. on the 16th uit. Mrs. C. C. Eswell, aged 24 years, wife of the late Henry Howell, of Trilly, N. Y.

At Albany, on Monday, Hannah Tyler, daughter of Benj. P. Butler, in the 6th year of her age.

On Thurnday last, at the National Hospital, (Norfolk) after a gretracted lilness of a pulmonary character, Lieut, Joseph McMolocos, of the U. S. Navy, a native of Maryland. Lieut. N. had been many years in the public service, and was favorably known as an officer faithful in the discharge of his duty.

REPORT OF DEATHS—WEEK ENDING SATURDAY, APRIL 6.

	Between the ages of							
90	224	100-	0 5	and	60- 5	10 an	d 20— 3	
80	and	90-	0 4	0 and	50-11	5 an	d 10-10	
70	224	80	313	0 and	40—14	2 ar	d 5 4	
8	and	70-	6 8	0 and	30-13	_ l az	d 9—11 105.	
	O.	and u	nder	one v	ear, 95—	Total.	105.	

Dis	tases.
Apoplexy	Inflammation of bowels 4 Inflammation of brain 4
Cancer 1	Intemperance 2
Casualty	Killed or murdered 1 Maraemus 2
Convulsions	Measies 1
Diarrhœa 1	
Dropsy in the head ?	Palsy 1 Peripnuemony 6
Drowned 3	Pleurisy 1
Dysentery 1 Fever, puerperal 2	Pneumouia typhodes 1 Stillborn 8
Fever scarlet 1	Tabes mesenterica 1
Fever, typhus 1	Teething 1
Hæmoptysis	Unknown 3
	TEPHENS, City Inspector.

200 MEN, and 100 HORSES and CARTS, to worl on the Troy and Benn ngon M'Adam Trumpike. Apply to WALLACE & ANTHONY, 186 North a6 2t Second street. Troy.

GRACIE, PRIME & CO., 22 Broad street, have on hand the following Goods, which they offer for sale on th most favorable terms, viz :

nost favorable terms, viz:

200 qr casks Marsellies Madeira, entitled to debenture
100 cases White Hermitage
50 do. Bordeaux Grave
4 cases Gam Arabic
2 cans Oil of Orange
8 casks French Madder, ESFF
2 do. do. SFF
10 do. Danish Smalte, FFFE; 20 do. Saxon do.
8 do. Small do.; 20 kegs Tartaric Acid
200 kegs Saltpetre
200 bales superier quality Italian Hemp
20 tons Oid Lead
300 barrels Western Canal Flour
600 do. Richmend country do.

500 do. Richmend country do. 100 bales Florida Cotton; 26 do. Mexican do.

100 bates Fiorita Cottos; 30 do 20 do. Sea Island do. 200 do. Leghern Rage, No 1. 100 do. Triesso do. SPF 100 do. do. do. FF 18 boxes Marsechino Cordiste 150 bb. d. vaca and Harce back

ibs. Coney and Hares back Weel, for Hatters M. English Quills.

90 M. English Quills.

DRY GOODS—by the package.
20 cases white and dark ground, fancy and full Chintz Prints,
all new styles, received per Napoleon.
9 do. assaurted colored Circassiane
13 do. do. do. Merines
5 do. Italian Lustrings
1 do. 36 inch Cravats
10 do. Jet black Bembazines
8 do. Printed border Handkerchleis
2 do. White Diamond Quilsings
2 do. Furniture Dimitles
2000 pieces Engl. Brown Shirtings, 33 in.

(CTNEW-YORK FARMER AND AMERICAN GARDENER'S MAGAZINE. Whole number, Vol. 6. New Series, Vol. 1. This is an AGRICULTURAL periodical, published monthly, containing 32 large quarto pages of three columns each, devoted particularly to Agriculture, Horticulture, &c. It will also contain much interesting matter upon other subjects, such for instance as road muking and repairing, together with steem carriages for common roads, with other modes of improving internal communication. Its main object, however, is to collect from those who cultivate the soil scientifically, and observingly, and to dissemmate such information as may tend to improve the mode of cultivation throughout our widely extended country. No person will deny the utility of such a publication properly conducted; nor will any one doubt me when I say that such a paper cannot be properly conducted and handsomely executed, without an extensive circulation and prompt payment to meet its expenses.

culation and prompt payment to meet its expenses. Terms, Three Dollars per annum, in advance; and will not be sent without, as, at its present price, it will not pay a commission for collecting, nor bear the loss arising from want of punctuality on the part of subscribers.

D. K. MINOR, Proprietor. 35 Wall street, New-York.

PAPER.

PAPER.

THE SUBSCRIBERS, Agents for the Saugerties Paper Manufacturing Company, have constantly on hand an extensive assortment of Royal, Medium, and Imperial Printing Paper, all made from first quality Leghorn and Trieste Rags. All contracts made after this date, will be furnished with 450 perfect sheets to the ream; and all sales amounting to over \$100, of Medium or Royal, out of that part of the stock which includes cassia quires, the purchasers will be allowed an extra quire of perfect paper to each double ream, with additional allowances to the publishers and the trade, who buy largely. The terms will be tiberal. Apply to GRACIE, PRIME, & CO., 22 Broad Street.

30 TOWNSEND & DURFEE, of Palmyra, Manufacturers of Railroad Rope, having removed their establishment to Hudson, under the name of Durfee & May offer to supply Rope of any required length (without splice) for inclined planes of Railroads at the shortest notice, and deliver them in any of the principal cities in the U. States. As to the quality of Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson and Delaware Canal and Railroad Company, Carbondale, Luzerne County, Pennsylvania.

Hudson, Columbia County, New-York, January 29, 1833.

f31 ff

ENGINEERING AND SURVEYING
INSTRUMENTS.

The subscriber manufactures all kinds of Instruments in his profession, warranted equal, if not superior, in principles of construction and workmanship to any imported or manufactured in the United States; several of which are entirely new: among which are an improved Compass, with a Telescope atcached, by which angles can be taxen with or without the use of the needle, with perfect accuracy—also, a Railroad Gonometer, with two Telescopes—and a Lovelling Instrument, with a Goniometer attached, particularly alspied to Railroad purposes.

Mathematical Instrument Maker, No. 9 Dock street, Philadelphia.

The following recommendations are respectfully submitted to Engineers, Surveyors, and others interested

to Engineers, Surveyors, and others interested.

In reply to thy inquiries respecting the instruments manufactured by thee, now in use or the Baltimore and Ohio Rasiroad. I cheerfully furnish thee with the following information. The whole number of Levels now in presession of the department of construction of thy make is seven. The whole number of the "Improved Compass" is eight. These are all exclusive of the number in the service of the Engineer and Graduation Denariment.

ber of the "Improved Company" is a controlled to the Engineer and Graduation Department.

Both Lovels and Companyees are in good repair. They have in fact needed but little repairs, except from accidents to whach all instruments of the kind are liable.

I have found that thy patterns for the levels and companyees have been preferred by my assistants generally, to any others in use, and the improved Company is superior to any other decription of Goniometer that we have yet tried in laying the rails on this Road.

This instrument, more recently improved with a reversing tolescope, in place of the vane sights, leaves the eagineer scarcely any thing is desire in the formation or convenience of the Company. It is indeed the most complexely adapted to lateral angles of any simple and cheave instrument that I have yet seen, and I cannot but believe it will be preferred to all others now in use for laying of rails—and in fact, when known, I think it will be as highly appreciated for common surveying.

Respectfully thy frend,

JAMES P. STABLER, Superintendant of Construction of Saltimore and Ohio Railroad.

Philedelphia, February, 1832.

Philedelphia, February, 1838.

Having for the last two years unade constant use of Mr.

Young's "Patent Improved Compass," I can safely say I be lieve it to be much superior to any other instrument of the kind, now in use, and as such most cheerfully recommend it to Engineers and Surveyors.

E. H. Gill. Civil Engineer.

gineers and Surveyors. E. H. Gill.L, Civil Engineers.

Germantown, February, 1832.

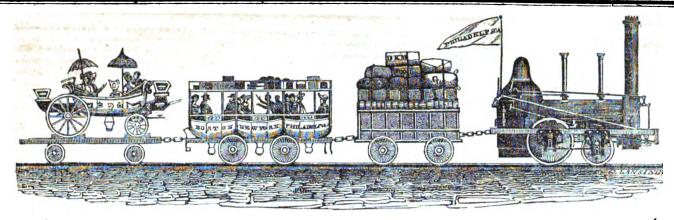
For a year part I have used instruments made by Mr. W. J.
Young, of "hitadelphia, in which he has combined the proparties of a Theodolite with the common Level.

I consider these instruments admirably calculated for laying out Railroads, and can recommend them to the notice of Engineers as preferable to any others for that purpose.

HENRY R. CAMPBELL, Eng. Philad.,
ml 1y

Germant, and Norrist. Railroad.





AMERICAN RAILROAD JOURNA AND ADVOCATE INTERNAL

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE

D. K. MINOR, EDITOR.1

SATURDAY, APRIL 20, 1833.

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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, APRIL 20, 1833.

An advertisement will be found in our paper for a skilful Engineer to survey and construct a Railroad. Application may be made to the Editor of this Journal.

In this number of the Journal will be found a communication from J. L. Sullivan, Esq. upon the subject of the "New-York Guard Rail," a description, with engravings, of which was published in No. 14 of the present volume. Our impressions were, and still are, strong in favor of Mr. Bulkley's invention-yet from a want of knowledge in such matters, we solicited the opinion of those more experienced and better informed upon the subject, as we are desirous to make the Journal useful to those who are engaged in works of internal communication.

Note.—At the commencement of the fifth paragraph, for "It is not," read "Is it not," &c.

We have copied from the New-York American, a description of the village of "Little Falls." in this state, by BENJAMIN WRIGHT, Esq. than whom no gentleman living is better acquainted with its great advantages. It affords us much pleasure to learn that the superior advantages of that delightful village are to be brought into use. The proprietorship, we understand, has fallen into the hands of a gentleman of this city, who is preparing to construct dams and canals, which will turn to the best possible ad-vantage the immense water-power of the Mohawk, which has so long been useless to the and improvements on the canals—to make extra al. ital, Pekin, alone is said to contain five millions.

public, in consequence of its being owned by allowances to contractors—to fix the rates of tollsforeigner, who would only lease. That day however is passed, and the water privileges are not only to be brought into the market, but the village is to be regularly laid out and improved. and it will, we predict, in a few years be one of the most extensive manufacturing places in the state.

PROVIDENCE AND STONINGTON RAILROAD. We have been politely furnished with a report made by Capt. M'NEILL, of the preliminary surveys of the route for a Railroad from Providence, R. I. to Stonington, Conn., in continuation of the Boston and Providence Railroad By a reference to the map, it will be seen that this route from Boston to Stonington, a distance of about 90 miles, varies but a trifle from a direct line. By this route the passage from New-York to Boston will be far less hazardous, and be performed in considerably less time, than by the labor of 800 horses, oxen, and mules, the present route in steamboats to Providence. We shall in a subsequent number give the Report entire.

Undulating Railways .- An interesting article will be found in our columns to-day, relative to a Railway upon a new plan, copied from the London Athenœum. The present appears, indeed, to be a period of discoveries. We would ask of our Railroad friends a discussion of this subject.

CANAL-CANAL FUNDS .- Mistakes in relation to the several boards and officers having charge of the canals and the canal funds, are of every day occur rence. The following brief statement on this sub-ject may be useful to the public. Canal Commissioners.—This is a board of canal

commissioners consisting of five members, of whom three are designated as acting commissioners. The canal commissioners have the general charge and superintendence of all the canals; and on them devolves the duty of constructing new canals when authorized by the legislature.

Commissioners of the Canal Fund.—The lieuten. ant-governor, the secretary of state, the attorney general, the surveyor-general, the comptroller and the treasurer, are by right of office commissioners of the canal fund. They are authorized to make

loans and deposits of the moneys in their hands be longing to that fund, and to purchase the canal stock.

The Canal Board.—This board consists of the canal commissioners and the commissioners of the ca-

to prescribe regulations for the collection of tollsto impose forfeitures—and to remit certain penalties. -[Albany Argus.

CHESAPEARE AND OHIO CANAL.—There are one hundred and two miles of the Canal let out, under an obligation, on the part of a select body of contractors, to finish it by the 1st day of September next—thirty-five days before the expiration of five years from the commencement of the work; and there is no reason to believe that the work will not be completed within the stipulated period. On the contrary, such is the progress already made, and now making, towards its completion, that it is expected sixty-four and a half miles will be in use before the 1st of June next, and the residue by the 1st of Septem-There are 4,500 men at present on ber. the various works, aided by the weekly consumption of 7,000 pounds of gunpowder, and and a full complement of waggons, carts, Success to the great enterprise!

THE GREAT BRITISH RAILWAY.—There is now every reason to believe that the London and Birmingham Railway Bill will pass the legislature in the course of the coming session, and that the projected plan for a railway communication between Birmingham and the two northern hives of industry, Liverpool and Manchester, will also be shortly carried into effect. Proposals are also on foot for continuing the line through Carlisle to Glasgow, with a branch to Newcastle; on the completion of which the metropolis would enjoy the facility of a rapid intercourse with all the great towns of the north. As either the Southampton or the Brighton railroad scheme may be expected to succeed, we shall only want our northern friends to extend the Glasgow railway to John o' Groat's, to have an iron road from one extremity of the island to the other! Would not this afford a good opportunity of putting in practice some method for the instantaneous communication of intelligence by means of electricity ?-- [London paper.]

China.-The first specimen of an Anglo Chinese Kalendar and Register has been published in China for the year 1832. According to this authority, the population returns of the celestial empire, in 1813, amounted to 362 millions; of which number the capsome Suggestions on the Preservation of those of Timber. [Communicated for the American Railroad Journal.]

MR. MINOR, -The object of your Journal being to spread useful information, no inventor will object to a candid and frank discussion of objections. I venture to express some doubts, therefore, respecting the Rail described in your number of the 6th instant, invented by Mr.

He says it comprehends the principle of the arch. If so, it is an inverted one; and the force is on the wrong side for strength, which is in

tension, not resistance, to pressure.
It is, however, a guard rail; that is, when a superstructure of cast iron breaks, the wrought iron is to catch or prevent the fall. Its useful effect depends not on the sure result of a principle, but on labor faithfully done in riveting down the ends of the bar embedded in the cast-

what, then, is the primary strength of the rail—for the mome... the guard comes into use is it not spoilt? Will the wrought bar prevent the cast from breaking? Not if there is the least

conceivable yielding.

When melted iron is poured around a cold bar of wrought iron, the latter expands, and on cooling, contracts, and the cast iron in cooling, shrinks, leaving it loose in the bore, towards the centre of the mass. All depends, then, on place, and the pressure of the carriage then this subsequent operation, and the quantity of promotes it by, as he says, 'bruising' the wood.

heading produced by percussion.

It is not a maxim in engineering to depend as far as possible on principles; and as little as

possible on manipulation.

Besides, the claim of this improvement is founded in the assertion of a necessity for it, assumed contrary to experience. It is denied by some of the most distinguished of the English engineers, that wrought iron rails exfoliate

under the wheels.

I will refer you to Wood's Treatise, page 69. It seems Mr. Chapman asserted this, but it was instantly contradicted, not from theory, but experience, by Longridge; and by Thompson, who, as agent to Lord Carlisle, had charge of Tinsdale Fell Railway, made of wrought ron, these having been in operation 16 years, and no appearance, he says, of lamination or exfoliation.

Mr. R. Stevenson, of Edinburgh, hears testimony to the preference of wrought iron, of which he says half the weight of cast iron will suffice.

Mr. G. Stevenson, of New-Castle, says, as quoted by Mr. Wood, "The malleable iron rails are more constant and regular in their decay, by the contact and pressure of the wheels, but they will, on the whole, last longer than cast iron rails. It has been said by some engineers in their laminæ, on that part which is exposed to the pressure of the wheel. This I pointedly deny, as I have closely examined rails which have been in use for many years, with a heavy tonnege passing along them, and on no part are formally and for the welling the second formal surface and graduations answer—then it should be preferable. But for a reilroad for travelling the that the wrought iron exfoliates or separates tonnage passing along them, and on no part are such exfoliations to be seen."

At page 71, mention is made of a Mr. Hawkes who attempted an improved rail of this kind, cast over wrought iron, but without success, from the occurrence of practical difficulties which, perhaps, Mr. Bulkley's method may have

overcome. The uncertainty of soundness in cast iron does, on all occasions, require additional allow.

ance of quantity.

In a material so uncertain, whether it be bet ter to use an adequate quantity of that iron which can be depended on, or whether use some to guard the other, is of very questionable expediency.

The method of doing it is ingenious, but the occasion may not exist, or be needed in prac-

tice, unless it be sometimes in cities. Nor is Mr. Bulkley wholly right, in my opinion, in his assertion, that railroads in timber cannot last over five years. Although it is best that all works should be permanent as possible,

Objections to Mr. Bulkley's Guard Rail, with yet there are some parts of our country where some Suggestions on the Preservation of those it is very convenient to employ timber: and I have reason to think it can be done in such wise interesting facts on this subject, which he has as to last thirty, perhaps fifty years. It has not been usual to take precaution for its durability, National Advantages of Public Railways." The as in other occasions, but, on the contrary, impulse which the Stockton and Darlington there has been very little care applied to this Railway has given to the trade of the port of branch. In building bridges, houses, and ships, precautions are taken, but none for the preservation of railroads: and why not?

Although it be true, as Mr. B. says, that a post will rot off soon at the surface of the ground, the durability of sleepers under the surface will depend mainly on the kind of timber used. It is the co-operation of heat and moisture that produces the decay. Below it is cooler; above, dryer. In piling canals we embed the plank in clay, which preserves them permanently.

Farmers surround their posts with stones, and these keep them cool at the surface. Were a railroad set on posts or piles, and these sur-

rounded with clay and stone, they would (if covered at top) last very long.

And the reason suggested by Mr. Bulkley for the premature decay of the timber under the rails, is not the whole explanation. absorbs the sun's rays, or heats, and shrinks the fibres of the timber immediately beneath the rail; the cracks let in the rain; here, combining heat and moisture, very early decay takes place, and the pressure of the carriage then

For these effects there is a very simple remedy, which I long since suggested to the public. It is, first to cover the upper surface with a resinous cement; drive three rows of flat headed nails, one inch apart, and fasten the rail down thereon, as usual. It now bears on piles in miniature, and the cement prevents the surface from being penetrated by the water. Having at the time devised some instruments to facilitate the work, I suppose this precaution will cost 500 dollars a mile per track. But, simple as it is, the added duration will be three or four fold, and the cheaper kinds of timber may be

No earth should be allowed to come near these timbers. It must be laterally sustained—it

should be alone by stone.

Although this is the best method of building with timber, I am an advocate for durable mate. rials in most instances. But when long lines are to be formed for the sake of the profits of the trade the company opens for itself, the case may be different. It is then an object to get as little of the capital into the road as will answer the purpose of the trade for the next 50 years.

Suppose it were to be to make the (chartered) Railroad from the Hudson or the Passaic to the Coal Mines of Susquehanna. If there is a mode ferable. But for a railroad for travelling between great cities, iron and stone are to be pre ferred, though in such mode as to make one track answer every purpose of two, except excessive speed.

It will prove a great mistake to have imported the cheap brittle iron of Wales, rolled out at the fected by means of railways.

Mr. Miles has ascertained from unquestion. But if it requires a wrought bar to sustain it, it may yet be of questionable economy.

In cities, where the object is to have few supports, and guard against shocks, it is highly probable it would be comparatively useful. I regret that the necessary defence of other methods should have given occasion for any remarks against it. The claim is only too broad.

Respectfully yours,
J. L. SULLIVAN, Civil Engineer. New-York, April 8, 1838.

IMPORTANCE OF RAILWAYS .- Mr. Richard Miles has communicated to us some highly Railway has given to the trade of the port of Stockton-upon-Tees is perfectly astonishing; and accustomed as we are in this country to se great public works quietly proceeding until they burst into action and exhibit their wonderful powers, we confess in the present case it looks more like magic than reality.

Previous to the opening of this railway, no coal had been exported, the expense of getting it from the mines to the shipping place by the ordinary roads being too great. The quantity shipped since is as follows:

97 ships, carrying 8,192 imp'l chald'ns 280 do. 24.047 do. 1826, 280 1827, do. 530 51,017 do. 1828, do. 29,646 1829, 450 do. ďΩ. 1830, 1026 93,779 do. do. 1831, 1665 161,123 do. 1832, 2436 do. 263,009 do.

In 1829 the export fell off, owing to an extraordinary competition with the coal owners on the rivers Tyne and Wear. Large as the Stockton export has become, we believe that no sensible diminution has taken place in the shipments at the other coal ports, but the con-

The augmented population of London, and the additional steamboats, manufactories, &c. call annually for an increased supply.

As regards the argument that railways will tend to diminish the demand for labor, and therefore ought to be discouraged, we will brief. ly state their effects, as exemplified on the Stockton and Darlington Railway:

1st. The number of persons employed in mak-

ing it. 2d.

Ditto ditto in building carriages, warehouses, houses for workmen, agents, &c. Ditto in working 3d. ditto oa. the railway. Ditto ditto in raising the extra quantity of coal. Ditto ditto in loading 5th.

and navigating 2436 ships 6th. Ditto di ditto in building. repairing, and fitting out such a large addition-

al number of ships.

But the increased demand for labor which it has been the direct and indirect cause of cres ting does not stop here: it gave rise to a rival undertaking, namely, the "Clarence Railway," the main line of which will be open for business next month. And the "Tees Navigation Company" have been able, by the dues which such an extensive trade brings in, to undertake works of great magnitude, and to employ thousands of persons in improving and deepening the

With such facts before us, and looking at the benefits which must have resulted to the landowners by the beneficial letting of the mines beneath their property, we are almost tempted to ask, Are the resources of this country at all developed in the way of which they are capa-ble? We believe not, and this can only be ef-

able authority here, that in the United States The calculations are much wanting to a just opinion: Quantity per mile, and cost here in good iron, calculated as small as principle permits, then adding the wrought here

We look forward with pleasure to the publi-cation of this work, which, as far as we have seen, promises to give to the public much val-uable and interesting information on a very im-portant subject.—[Liverpool Mercury.]

LIVERPOOL AND BIRMINGHAM RAILWAY .-- In the House of Commons on Friday, Mr. Pattern obtained leave to bring in a bill for making a



Warrington.

Undulating Railway.—Hitherto it has been received as a practical axiom, that railways can only be advantageously applied between points where a uniform dead level can be obtained. Now the patentees of the undulating railway maintain a proposition which is the logical contradictory of this. They hold, that even if the projected line be naturally a dead level, it must be artificially cut into ups and downs, so as to keep the load constantly ascending and descending until the journey is completed; and in so doing, they assert that the transport is produced in a considerably less time with the same moving power, or in the same time with a much less expenditure of the moving principle. Again, it has been held as a practical axiom, that if on a railway it becomes necessary to ascend from one level to another, the ascent is most advantageously made by a plane uniformly inclined from the lower to the higher level. On the contrary, the patentees of the undulating railway hold that the ascent is effected with a lesser power, by dividing the in-terval into ups and downs, so as to cause the carriage alternately to descend and ascend until it arrives at the upper level. Indeed, one of these propositions follows from the other, for if a greater momentum is generated in going from one point to another of the same level, by undulation in the railway, that excess of mo-mentum will carry the load to a greater height than the momentum which the same power would generate on a level railway. These facts have been illustrated by a small

model on a wooden railway in the Adelaide street exhibition room. We have ourselves at that place instituted the following experiments, with the results here detailed. The moving power was a spiral main-spring, regulated by a fusee: a load was placed on a level railway of such an amount that the moving power was barely able to overcome the friction, but incapa-ble of moving the load. In this state the car-riage and load were transferred to the undulating railway, and the same moving power im-pelled the load with ease, and with considera-ble velocity, from one end to the other; and lest any difference of level should exist between the extremities, we caused the same experiment to be made in the contrary direction, which was attended with precisely the same result. Hence it was evident that, at least with the model, a power incapable of transferring the load between two points at a given distance on a level railway, transferred the same load with facility and despatch through the same distance on the undulating railway.

Our second experiment was as follows: We

loaded the carriage in the same manner on the level railway, so that the power was barely equal to the friction, but incapable of moving the load. We then transferred the power and load to a railway, the remote extremity of which rose above the nearer extremity at the rate of one inch in eight feet. The power, which was thus utterly incapable of moving the load on the level, easily transferred the same load from end to end of the undulating railway, and at the same time actually raised it through one perpendicular inch for every nine-ty-six inches of its progress along the horizontal line.

Among the scientific men who have witnessed this exhibition, many, it is said, have declared, what indeed appears at first to be the perceive, however, any difficulty in the phenomenon.

The effective impelling power, when a load is tracked upon a railway, must be estimated by the excess of the actual impelling power above the friction. Now, it is well known that The doubts and sneers that have been cast power and resource, is less on an inclined than on an horizontal upon steam travelling on common roads have, lever, namely, the spokes of the wheels; resilvesy. The same impelling power which on I believe, been principally caused by the ex. whilst in steam carriages, the first mover (the

railway from Warrington to Birmingham: the the level railway is only equal to the friction, aggerated statements of over-sanguine incompany intending to use the Liverpool line to and therefore incapable of accelerating the load, ventors. The disease is not cured because becomes effective on the inclined railway, where the patient deceives the doctors. it is greater than the friction. The excess therefore becomes a means of generating ve-locity, so that when the load arrives at the exis proportional to the excess of the friction on the undulating above the friction on the level line. This is, theoretically speaking, a decided and undeniable advantage which the inclined make this point still more clear, if we were addressing mathematical readers.

of the undulating line, a velocity is generated in the moving body much greater than any which could be produced by the same power acting on the level line, it will follow demonstratively that this velocity will be sufficient to carry the load up a certain height, bearing a Now if a good how a power and this is a fair horse's work. fixed proportion to the velocity itself; and hence it will be perceived that a moving power, which is incapable of moving the load on a draw itself and 4 tons of goods at the rate of

But the practical application of this princihowever, is not the case when steam power ion, at the risk of speedy destruction, is applied: the load soon attains a maximum velocity, and the engine becomes incapable of supplying steam fast enough to produce effectat the same rate as it is discharged by the motion of the piston, and scarcely any direct effect is produced by its pressure on the piston. In the undulating railway, the working of the engine will be suspended during seals descent and a wart of the grant of the suspended during seals descent and a wart of the grant of the suspended during seals descent and a wart of the suspended descent and a wart of the wart ing each descent and a part of the suc-ceeding ascent. In this interval the steam will be nursed and accumulated so as to be apto result from this circumstance.

same level is thus resolved into curves, the motion of the engine may not inaptly be compared to that of a pendulum, and the moving princi-ple stands in the place of the maintaining power, the functions of which are the same precisely as those which it discharges.

On the other hand, it is right to consider the practical objections to this projected improve ment. The very small amount of friction on iron railways renders the rate of motion, when descending an incline, frightfully great. would be premature, however, at present to pass judgment on what, after all, can only be satisfactorily decided by experiment. We are glad to learn that the patentees have

obtained the means of constructing an undu-lating line of railway of some miles in extent, case, that the result is contrary to the estable for the purpose of testing on the large scale lished principles of mechanics. We do not what they have already proved on a model.— [Athenæum.]

The Real Capabilities of Steam Carriages on

I have labored hard for many years at the theory and practice of locomotion, and found tremity of the undulating line, a quantity of I am somewhat wiser for my trouble; but be-velocity has been communicated to it, which ing wholly unassisted, my progress is neces-I am somewhat wiser for my trouble; but besarily slow. I consider all the noted steam carriages that have started have been overdriven, and will knock up in consequence. railway possesses over the level. We could My theory and practice show me that a steam horse will do just as much as a living horse. It so happens that the working pace of steam Now, if it be admitted that, at the extremity (or piston rate) is about the working rate of a horse at his best; namely, 21 or 21 miles

dead level, will be capable not only of moving 21 miles an hour. At five miles an hour it it between the extremities of an undulating line will draw only itself, and at 10 miles an hour when at the same level, but even of raising it will only exert a power able to draw half of its own weight, through all roads; for locomople seems to promise still greater advantages. tive machinery follows the laws of common in the above reasoning, we have assumed that machinery,—if the speed be increased the the impelling power acts with a uniform energy load must be lessened. Tis true, this 8 horse in accelerating the motion of the load. This, engine may be forced to much higher exerengine may be forced to much higher exer-

It may be urged that coach horses do much more in proportion to this. True; but they ive pressure on the piston. The cylinder, in can only work a few hours each day. Let this case, receives steam from the boiler only our steam horses be considered as perpetual coach horses (which is allowing a great strain on the machinery, compared with stationary machinery,) and then how will the account stand? Four horses can take a stage coach of two tons at 8 miles an hour; consequently a steam engine of 8 horse power, to equal this, must weigh of itself only two tons, and plied with its utmost possible energy the moment the velocity on the brow of the hill begins each horse. But if the required speed be 16 to decline. When the load surmounts the summiles an hour, then the engine must weigh mit, and begins to descend the next hill, the operation of the engine will be again suspended, and its powers reserved and accumulated for the next ascent. The duty of the engine will thus be, not to produce steam constantly at the state but to produce steam of expessions an hour can be maintained, and if not, the a great rate, but to produce steam of excessive an hour can be maintained, and if not, the energy for short and distant periods. Every speed must be reduced as the weight is inone who knows the practical working of high-creased; and even in this parallel, where pressure engines will see the advantage likely hills or bad roads occur that require the living horses to drop their speed to a walk, and then When the line connecting two points at the do their best, the steam engine (at the 8 miles an hour pace) must act on a lever nearly equal to the radius of the propelling wheels. This is a simple calculation, and involves the true capabilities of steam carriages on common roads.

Theoretically, I think Mr. Walter Hancock's boiler the best, having the greatest heating surface with the least weight; but I imagine thin metal heated by blast will not wear to pay charges. In fine, I think at present a locomotive engine cannot be made substantially for regular economical work under half a ton weight per horse power; and if so, great speed cannot be expected; and long levers must be used in difficulties, which is only coming round again to my old story. I understand Mr. Hancock has been fitting up his carriage with longer leverage.

Has it ever been well considered, that in Common Roads. By SAXULA. [From the stage coaches the first mover (the horses) London Mechanics' Magazine.] goes at the same rate as the vehicle? The goes at the same rate as the vehicle? The doubts and sneers that have been cast power and resistance work an equi-armed the vehicle is wanted to go 20 miles an hour: consequently 8 times the power are required try, that nothing which art can accomplish can ever to do it, that would be required at 21 miles an hour.

He who builds an engine to propel a common stage waggon, will, in my opinion, soonest find his reward; and even here two steam horses will have to be maintained to do the work of one living horse, by reason of the weight of the engine, fuel, water, &c.

November 5, 1832.

The Village of Little Falls, of which the property was, within a few years past, acquired from foreign owners by some of our citizens, is beginning to attract attention, from its position on the Mohawk and the Erie Canal, its great advantages in point of water power, and its proximity to Albany and Utica. A report by Mr. Wright, the engineer, made to one

Report of B. Wright, Engineer, on the advantages and water privileges of the village of LITTLE FALLS, on the Mohawk River.

NEW-YORK, JANUARY 24th, 1833. To R. R. Ward, Esquire.—Sir: I have the honor to acknowledge the receipt of your favor of honor to acknowledge the receipt of your lavor of January, requesting my views of, and the knowledge I possess in relation to, the particular local advantages of the village of Little Falls, on the Mohawk River, in the County of Herkimer, in this State, where you inform me, you are largely interested.

This village is situated seventy-two miles from Albany, fifty-six from Schenectady, sixty-nine from seven miles from Herkimer Village, (the Troy, seven miles from Herkimer Village, (the present locality of the Courts for the County), and twenty-two miles from Utica, in the county of Oneida.

Through it, along the southern edge of the River, passes the Erie Canal, and on the northerly side the Old Canal, now, in part, abandoned, but still subserving the purpose of a lateral Conal, and also a feeder to the Erie Canal, with which it is connected by a very important acqueduct. It has also the great Post Road from Albany to Niagara, Rochester, Buffalo, and all the Lake Country, and branching off either at the Little Falls or at Utica, the great Post Road to the Black River in Jefferson and Lewis Counties, and thence to the St. Lawrence and Upper Canada.

There are from ten to fifteen Stage Coaches run ning through the village every day, and from twenty to sixty Boats passing daily on the Canal in the season of navigation.

I have been perfectly acquainted with this part of the country, from having resided thirty-seven miles beyond it, at Rome, since forty-two years past, unbeyond it, at Rome, since stry-two years past, until I removed to this city, a few years ago, and while I had the charge of constructing the Eric Canal of which I was the principal Engineer from one thousand eight hundred and seventeen, its commencement, to one thousand eight hundred and twenty three, when I saw its completion from Rochester to Albany; in which time, we having had two years operation in finishing the work about the Little Falls, I had great opportunity to examine all the localities and peculiar advantages of this place; its hydraulic privileges, and as well also, the diffi-culties and obstacles it had to encounter, by the owner being a Foreigner, and not entering into the proper plans and views for promoting the growth and prosperity of the village. These things were all familiar to me, and are yet, fresh in memory. An examination of the map of the State will shew,

that the Mohawk river, in its general course from Rome in the county of Oneida, where it first becomes a navigable stream, to its discharge in the Hudson River, between Waterford and Troy, runs about east southeast, distance one hundred and twenty miles. But, from the village of Herkimer, where the West Canada Creek falls into the Mohawk, its course to the Little Falls (seven miles) is east northeast, and from Little Falls, it runs southeast, forming a large bend

These advantages, together with the canal, and the extraordinary hydraulic privileges which it possesses, afford unrivalled facilities and advantages for making it a large inland manufacturing town; when, too, it is considered that the country about it immediately after leaving the broken ground near the Falls, is one of the most fertile soils for twenty or thirty miles around, of any portion of the State. is now pretty well cultivated, and is considered as what is called a well settled part of the State, with thrifty iudustrious farmers, and having villages and towns, churches and school houses, scattered over every part.

I have observed above that " this is a well settled country." I do not mean to be understood that the away his exclusive right of carrying boats and their country is fully peopled; on the contrary, the fertility lading by the Falls, when the river was navigand products of the soil for twenty miles around this ted by boats of one to two tons burthen. Mr. Ellise,

A report by Mr. Wright, the engineer, made to one of the chief proprietors of this village, which, by request, we publish to-day, will explain the actual state of the place.

In products of the soil are wheat, corn, rye, cats, grass, and all the other productions of a first rate farming district in this latitude. The soil is generally of a limestone termation, which is considered by geologists as the most productive of any of the soils.

The village as now laid out, is situated in the valley of the river, where it has evidently forced its passage though the rocks and earth, until it separated the limestone strata, and cut down a considerable depth into the granite or gneiss, which is its present bed, and over which it forms a cataract or fall of for-

ty-two feet in three quarters of a mile.

The north side of the river is much the best and most eligible situation for a village, by having ges, the advantages of the great Road, and in not being If so much covered from the sun by the hills, as the South side. The water power is also much more the South side. The water power is also much more available at the north than on the south side, and there being a good stone bridge across the river, which gives access to all on the South, the village must grow on the North side in preference to any

The amount of water power which may be com-manded at this place, and applied to all kinds of manufacturing purposes, I have never taken the trouble to calculate, by ascertaining what quantity of water passes over the Falls at the driest time of the year; but I think I can venture to say that there is enough to carry seven or eight hundred thousand spindles (perhaps more) in the driest season.

The local advantages for building cheap, I consider be very great. There is at and about the village to be very great. good granite for all kinds of cellar walls and other rough work, and at the distance of half a mile there is excellent limestone, laying in regular strata, so that in quarrying they come out in parallel blocks of from four to twelve inches thick, and work easy un-der the hammer or chisel. Excellent lime is also found in the same neighborhood. Timber and lumber of all kinds is to be procured north of the village,

or may be had very cheap at the Canal, along which it is transported in very great quantities.

These are a part of the local advantages, and to these may be added, that it is well supplied with excellent water, which comes from springs on the hills,

and may be brought by pipes into every house, for free and copious use in all domestic purposes.

The valley of the Mohawk is so situated, that it must and will continue to be the greatest thoroughfare in any part of the State, or perhaps of the Uni-ted States. It is a kind of funnel, which receives travellers from all the Lake countries, from Upper Canada, from Ohio, Indiana, Illinois, Missouri, chigan, North-Western Territory, and in a very few years, it will not be uncommon to see travellers from he Rocky Mountains, and the head waters of the Missouri and Mississippi, pass by the Little Falls. Nature has so determined, that it will become the greatest travelled road to be found in the United States, and the regular and natural passage for many hundred thousands of inhabitants, annually going to that part of the State, is not in a great measure inde-tide water from the interior of this continent, when pendent of a tariff of duties, and if so, you request it shall be fully peopled.

In your letter you remark, that none of the water power on the north side of the river, has been dis-posed of; and you ask me if I know the reasons "why these valuable privileges have been so long

pistons) never exceeds 21 miles an hour, yet roads from northwest, north and northeast to concen-ble tract of country about the Falls, before the Revo trate at that point, and nature has so formed the country, that nothing which art can accomplish can ever change fhem.

lutionary War. I saw Mr. Porteous when he was try, that nothing which art can accomplish can ever change fhem. years after until his death; after which event, Mr. Alexander, who had married Mr. Porteous' daughter, was the agent of Mr. Ellice. After the death of Mr. A. Ellice, it fell to his son, Edward Ellice, now or late a member of Parliament, ot some note. riety, and I have been informed, that neither the father or son would dispose of any water power; and it has been said, with what truth I know not, that Mr. E. Ellice was hostile to any manufacturing establishments being raised up there; and even the old Canal, which was commenced in one thousand seven hundred and ninety-three, and finished in one thousand seven hundred and ninety-five, was not a work which was patronized by Mr. Ellice, because it took place, are fully capable of sustaining a population of two fully capable of sustaining a population of two or three times its present inhabitants.

The products of the soil are wheat, corn, rye, oats, lution, in one thousand seven hundred and seventy. six; and it appears to have been his desire to retain the title of the property in himself, and to give nothing but leases, with ground rents, after the custom in general practice in England.

This practice of leasing, and having a village made

up of tenantry, not being congenial to the minds of American born citizens, had a tendency to retard the growth of the village; and this course of proceeding on the part of the proprietor, added to his refusal to permit the advantages of the water power to be used, has heretofore operated as a serious check upon its increase—enterprizing business men being unwilling to settle themselves there, under all the disadvanta-

If the present proprietors of this village should adopt a judicious and proper plan for constructing the necessary dams and canals to bring the water into efficient use-and then sell out water rights for all kinds of manufacturing purposes, there is no doubt that a manufacturing village of from six to ten thousand persons would soon be located there.

In addition to the present advantages of the Erie Canal and the great Post Road passing through it, I can say with perfect confidence that within three years from this time, a Railroad will be commenced. to extend from Schenectady to Utica, and eventually through to Lake Erie.

I am induced to give this opinion both from a perfect knowledge of the country, and as professionally understanding the great importance of such a communication, adapted to the interest and growing population of the western part of the state.

As to a plan for improving the water power to the

As to a plan for improving the water power to the greatest possible extent and advantage, on this point you want the most judicious advice and skill of the

Engineer.
You have no doubt informed yourself of the water you have no doubt informed yourself of the water power requisite to carry one thousand spindles of cot-ton, &c. This or the quantity necessary for carrying a pair of mill stones of five and a halfor six feet, in diameter, proper for a flouring mill, is the most com-mon way of estimating the value of water power.— This value you can obtain at our large manfacturing towns, such as Paterson, in New-Jersey; Lowell, in Massachusetts, or Pawtucket, in Rhode Island, and at other places.

As to the construction of the necessary dams and canals, so as to bring this water into use, there can be no difficulty in effecting it: but all depends upon the skill of your engineer; and, as I have before observed, the situation of the place for a great manufactur-ing town, such as Little Falls is destined by nature to become—surrounded by a healthy and fertile country, with such an extraordinary intercommunication with the world, cannot be equalled, much less surpassed, by any other place, within more than fifty miles of it, and as I now view it, there can never spring up rival establishments to counteract its growth and prosperity.

You ask, whether the demand for water power in me "to state in what particular."

In reply to this, I consider that every kind of man facturing of cotton, iron, leather, wood, and I may say all except woollens, will go on in that part of the country whether the tariff of duties is maintained or elbow, northwardly, and thereby making this place a more accessible depot for all the country northerly of it, than any other in its vicinity, which can ever be raised up as a rival point on the Canal, or on the great post road.

These natural advantages have already ferced the

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bring down the price of operatives in these establishments to a point, that will permit the principals to compete with foreign fabric. The reduction of the tariff will produce a reduction in labor and in provis-ions, and this will enable our manufacturers to rival accessfully those of other nations. As an evidence of it, we know that our cotton goods can compete in South American markets with the English; as also many other smaller manufactures, such as buttons of every kind. All our coarser articles of iron, &c., such as shovels, spades, and a thousand articles of domestic use, can and will continue to compete with the English; and for the present manufacture of many of these, the interior of the country is more favor-able than the seaboard, because the living will always be much cheaper there.

A part of your inquiry relates "to the quantity and value of the products of the country, which will na-turally fall into, and concentrate its trade at, the Lit-

As I have before observed; the soil of the whole adjacent country, north, south, east and west, is very fertile and productive. In one direction, (i. e.) N. and N. E., however, the good soil does not extend more than twenty-five or thirty miles; it then becomes what is termed by farmers frosty, i. e. having late frosts in spring and early in fall, and is only adapted to grazing. The products of the country, for dapted to grazing. The products of the country, for the first twenty-five miles, are some wheat and rye, oats and a good deal of Indian corn-together with large crops of hay. There are also large dairies kept in Herkimer county—some of eighty to one hundred cows in each, where great quantities of butter and cheese, are made, at present for the supply of the New York market.

It would be difficult for me to estimate the value of these products, but they are probably equal to any district of country of equal extent, in the interior of

the State.

The country north of twenty-five or thirty miles,

as before observed, is cold, and not very fertile.

Having surveyed some of the northern part of Her. kimer county, into townships and farms, more than thirty years since, I found it a poor country for farming, but rich in minerals, particularly iron, and with

considerable of good timber upon it.

I have marked with a pencil, a dotted line for a route for a canal for hydraulic works, so as to gain the greatest possible advantage of the fall of water, and you will see how I propose to work the same water

twice over on a part of the line.

As I before observed, I have made these marks from the recollection I have of the ground, and nothing but a personal examination with instruments, and a calculation of costs, will test the correctness of these views; and such an examination and plan, well digested, are all important to your interest in this project, and will add or diminish thousands, per-haps tens of thousands of dollars, whether they are judiciously done or otherwise.

I have the honor to be, sir, Very respectfully, your ob't serv't BENJ. WRIGHT.

PAPER CARPETS.—Paper carpets are formed by cutting out and sewing together pieces of linen, cotton, Scotch gauze, canvass, or any similar material, &c., to the size and form required; then stretching the prepared cloth on the floor of a large room, and carekeep it strained right. If cotton be the majoint, and finish with colored or hanging pa. tions in any part of its body, and each point per, according to fancy. Centre or corner of the surface advancing simultaneously; for, pieces, cut out of remnants of papers, which the belly being smooth, with no appendages may be bought for a mere trifle, may be laid to perform the office of feet, the whole body side of his cheek hung loose as if it had been paralyon the self-colored ground, and the whole sur. consequently moves at once. Mr. J. Main. on the self-colored ground, and the whole sur- consequently moves at once. Mr. J. Main, rounded by a border; or any other method adopted which may suit the taste or circum. subject, has studied the motions of the Listances of the occupier, or accord with the max maximus, L. ater, L. rufus, and L. other furniture of the room. When the car. agrestis; and, by placing them on glass, the receive two coats of glue, or size made from the tail to the head, and, of course, the movement the shreds of skins, such as is used by carvers and gilders. This size should be put on coats of the stablishment, that the original capital subscribed, 158,882%, had been expended, and a debt and gilders. and gilders. This size should be put on as warm as possible, and care should be taken that no part of the carpet should be left untable touched by it, otherwise the varnish to be af. touched by it, otherwise the varnish to be af- ||at once.

METEOROLOGICAL RECORD, KEPT IN THE CITY OF NEW-YORK. For the Week ending Monday, April 15th, 1833.

municated for the American Railroad Journal and Advocate of Internal Improvements.]

Date.		Hours.	Thermo- meter.	Barome- ter.	Winds.	Strength of Wind.	Clouds from what direction.	Weather and Remarks.
Tuesday, Ap	719	6 a. m.	52	29.75	NNW	fresh	{ ssw }	fair
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		10	54	30.01		light		••
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		10	53 62	.11		,:i.		••
		2 p. ma.	62	.04	W8W-NW	light faint	*****	fair
		10	54	.05	NNW	Barrie	NNW	cloudy
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						and delight	(W&NNW)	••
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		2 p. m.	57	29.89			w	fair
		6 -	53	.91			wbys	••
		10	52	.95				••
Monday,	15		38	30.25	8	ł	1	••
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Average temperature of the week, 51.51.

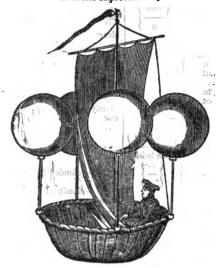
terwards laid on will sink into the paper and spoil it. When the size is perfectly dry, the carpet should have one or more coats of boiled oil; and when that is dry, a coat of copal or any other varnish. The varnish is not absolutely essential, as boiled oil has been found to answer very well without it: but where oil only is used, it requires several more coats to be applied, and takes a much longer time to These carpets are portable, and will roll up with about the same case as oil cloth. They are very durable, are easily cleaned, and, if made of well chosen patterns, have a very handsome appearance.—[Encyclopædia of Cottage, &c. Architecture.]

pents, &c. have each their peculiar modes of who has written an ingenious paper on the

Passage of Musket Bullets through the human body.—A number of curious cases of the progress of musket balls from the place where they were first lodged, have been observed by military surgeons. We have heard of a very remarkable case, where the musket ball struck the forehead above the nose, and having divided into two halves, one half went round beneath the skin, on the right side, and the other on the left, advancing in contact with the skull. We do not ask our readers to believe the poetical edition of this fact, that the two half bullets met again behind, after having performed the circuit of the head in op-posite directions, and, advancing with a slightly diminished force, united, and killed an unfortuneate man who stood in their way; but the fact of the splitting of the bullet, and the advance of each half in opposite directions, is unquestionable. The singular progress of a musket bullet from the forehead to the PACES OF THE SNAIL.—The locomotion of animals which have no feet is a curious subliect of physiological investigation, and has ject of physiological investigation, and has geon could see the pulsation of the brain beneath the in some instances well rewarded the study of wound, yet the bullet had turned to one side, and could fully pasting it round the margins so as to naturalists. The leech, the earth-worm, ser-not be discovered. Verious bones were discharged from the wound, the mouth and the nostrils. At the time of the second battle of Newbury, the wound terial, it will require to be previously wetted. progression; but the snail, as any person healed, and could not be kept open; but about twelve When the cloth thus fixed is dry, lay on it two or more coats of strong paper, breaking these, gliding along without jerks or undulations in any part of its body. and each point sioned a partial deafness. Having stopped his ear with wool, he was surprised one day, in March 1670, by a sudden puff or crack in his ear, when all that tumors now appeared about the throat, and in August 1672, the bullet was taken out of the throat near the m adami.— Fraser's Magazine.

London University.—At a general meeting of pro-prictors on Wednesday, Mr. Abercromby in the chair,

[From the Mechanics' Magazine and Register of Inventions and Improvements.]



We copy the following interesting account of Balloons from "Mr. Partington's British CYCLOPEDIA," a work of unparalleled cheapness and of great merit.]

The idea of inventing a machine which should enable us to rise into the air appears to have occupied the human mind even in ancient times, but was never realized till the last century The first suggestion for a sailing vessel, with any pretensions to the character of science, is due to Francis Lana, a distinguished Jesuit. This occurred in 1670; and the arrangement of the apparatus will be best understood by re-

Lana, it will be seen, proposed to support his car by the aid of four balls. These were to be exhausted of air; and the inventor argued that their diminished weight would cause the balls to support themselves and the aeronaut. We notice this apparatus, as similar schemes have been put forth even within our own times; but it must be obvious to any intelligent mind, that the external pressure of the atmosphere would destroy the vessels, even if they could be rendered light enough. Henry Cavendish having discovered, about 1766, the great levity of inflammable air or hydrogen gas, Dr. Black, of Edinburgh, was led to the idea that a thin bladder, filled with this gas, must ascend into the air. Cavallo made the requisite experiments in 1782, and found that a bladder was too heavy, and paper not air tight. Soap bubbles, on the contrary, which he filled with inflammable air, rose to the ceiling of the room, where they burst. In the same year, the brothers Stephen and Joseph Montgolfier constructed a machine which ascended by its own power. In November, 1782, the elder Montgolfier succeeded, at Avignon, in causing a large bag of fine silk, in the shape of a parallelopiped, and containing 40 cushape of a parametopiped, and containing 40 cubic feet, to mount rapidly upwards to the ceiling of a chamber, and afterwards, in a garden, to the height of 36 feet, by heating it in the inside with burning paper. The two brothers soon afterwards repeated the experiment at Anapara where the warrallelening assented in nonay, where the parallelopiped ascended in the open air 70 feet. A larger machine, con-taining 650 cubic feet, rose with equal success. They now resolved to make the experiment on a large scale, and prepared a machine of linen, ined with paper, which was 117 feet in circum-ference, weighed 430 pounds, and carried more than 400 pounds of ballast. This they sent up, June 5, 1783, at Annonay. It rose in ten mi-nutes to a height of 6,000 feet, and fell 7,638 feet from the place of ascension. The method used to cause it to ascend was, to kindle a straw. fire under the aperture of the machine, in which they threw, from time to time, chopped wood.

by the operation of the heat, but to a peculiar prical, 26 feet in diameter, and consisted of silk gas, which they supposed to be developed by the burning of the straw and wood. The error of this opinion was not discovered till a later These experiments roused the attention of all the philosophers of Paris. It occur-red to some of them, that the same effect might be produced by inflammable air. M. Charles, Professor of Natural Philosophy, filled a ball of lutestring, 12 feet in diameter, and coated with a varnish of gum-elastic with such gas. u weighed 25 pounds, rose 3,123 feet in two minutes, disappeared in the clouds, and descended to the earth, after three-quarters of an hour, at the village of Gonesse, about 15 miles from Paris. Thus we see two original kinds of balloons: those filled with heated air, and those filled with inflammable air.

The process of filling balloons on the small scale for this species of aerial navigation, will readily be understood by a reference to the accompanying sketch, in which a simple conden-



ser is employed. The common mode is to ge nerate hydrogen gas in a bottle, by pouring dilute sulphuric acid on granulated zinc, but the hot and moist vapor from the acid speedily destroys the balloon. To prevent this, the expe rimentor has only to employ a second bottle containing water, and carry a bent-pipe from the first bottle through a cork in the second; it dips beneath the surface, and is condensed, and the pure hydrogen ascends by the second pipe to the balloon.

To continue: Montgolfier had gone to Paris, and found an assistant in Pilatre de Rozier, the superintendent of the Royal Museum. They completed together, in October, 1783, a new machine, 74 feet in height, and 48 in breadth, in which Rozier ventured for the first time to ascend, though only 50 feet. The balloon was from caution fastened by cords, and soon drawn down. Eventually the machine, being suffer. ed to move freely, took an oblique course, and at length sunk down gradually about 100 feet from its starting place. By this the world was convinced that a balloon might, with proper management, carry a man through the air; and the first aerial expedition was determined on.

November 21, 1783, Pilatre de Rozier and the Marquis d'Arlandes ascended from the castle la Muette, in the presence of an innumerable multitude, with a machine containing 6,000 cubic feet. The balloon, after having attained a considerable height, came down, in 25 minutes, about 9,000 yards from la Muette. But the daring aeronauts had been exposed to considerable danger. The balloon was agitated very violently several times; the fire had burnt holes in it; the place on which they stood was injured, and some cords broken. They perceived that it was necessary to descend without delay; but when they were on the surface of the earth, new difficulties presented themselves. The weak coal fire no longer supported the linen balloon, the whole of which fell into the Rozier, who had not yet succeeded in flame. descending, just escaped being burnt. M. Charles, who had joined with M. Robert, soon

coated with a varnish of gum-elastic. The car for the aeronauts was attached to several cords, which were fastened to a net, drawn over the upper part of the balloon. A valve was constructed above, which could be opened from the car, by means of cords, and shut by a spring. This served to afford an outlet to the inflammable air, if they wished to descend, or found it necessary to diminish it. The filling lasted several days; and, December 1st, the voyage was commenced from the Tuilleries. The balloon quickly rose to a height of 1800 feet, and disappeared from the eyes of the spectators. The aeronauts diligently observed the barometer, which never stood at less than 26°, threw out gradually the ballast they had taken in to keep the balloon steady, and descended safely at Nesle. But as soon as Robert stepped out, and it was thus lightened of 130 pounds, it rose again with great rapidity about 9,000 feet. It expanded itself with such force, that it must have been torn to pieces, had not Charles, with much presence of mind, opened the valve to ac-commodate the quantity of gas to the rarity of the surrounding atmosphere. After the lapse of half an hour the balloon sunk down on a plain, about three miles from the place of its second ascent.

Another ascent, which nearly proved disastrous to the aeronauts, may now be noticed. On the 15th of July, 1784, the Duke of Chartres, the two brothers Roberts, and another person, ascended with an inflammable air balloon from the park of St. Cloud, at 52 minutes past 7 o'clock in the afternoon. This balloon was of an oblong form, measuring 55½ feet in length, and 34 in diameter. It ascended with its greatest extension nearly horizontal; and after remaining in the atmosphere about 45 minutes, it descended at a little distance from whence it had ascended, and at about 30 feet distance from the Lac de la Gorenne, in the park of Meudon. But the incidents that happened in this aerial excursion deserve to be particularly described, as nothing like it had happened before to any of the aerial travellers. This machine contained an interior smaller balloon, filled with common air; by which means, according to a mode hereafter to be mentioned, the machine was to be made to ascend or descend without any loss of inflammable air or ballast. The boat was furnished with a helm and oars, intended

to guide it, &c.
On the level of the sea the barometer stood at 30.25 inches, and at the place of departure it stood at 30.12. Three minutes after its ascending, the balloon was lost in the clouds, and the aerial voyagers lost sight of the earth, being involved in a dense vapor. Here an unusual agitation of the air, somewhat like a whirlwind, in a moment turned the machine three times from the right to the left. The violent shocks which they suffered prevented their using any of the means prepared for the direction of the balloon, and they even tore away the silk stuff of which the helm was made. Never, said they, had a more dreadful scene presented itself to any eye, than that in which they were involved. An unbounded ocean of shapeless clouds rolled one upon another beneath, and seemed to forbid their return to the earth, which was still invisible. The agitation of the balloon became greater every moment. They cut the cords which held the interior balloon, which consequently fell on the bottom of the external one, just upon the aperture of the tube, which went down into the boat, and stopped it up. At this time the thermometer showed a little above 44°. A gust of wind from below drove the balloon upwards, to the extremity of the vapor, when the appearance of the sun showed them the existence of nature; but now, both the heat of the sun and the diminished density of the atmosphere occasioned such a dilution of the inflammable air, that the bursting of the balloon was apprehended; to avoid which they introduced a stick But, though the desired effect was produced, they had no clear nor correct idea of the cause. In a balloon filled with inflammable air. To detrough the tube that proceeded from the balloon, and endeavored to remove from its apersel to the rarefaction of the air enclosed in it opened a subscription. The balloon was sphe.

they thought it necessary to make a hole in the balloon, in order to give an exit to the inflam-mable air; and the Duke of Chartres, by means of one of the banners, made two incisions, which out danger. caused a rent of between seven and eight feet. They then descended very rapidly, seeing at first no object on earth or in the heavens; but a moment after they discovered the fields, and were descending straight towards a lake, into which they must have fallen had they not thrown overboard about sixty pounds weight of ballast, which occasioned their coming down at about thirty feet beyond the edge of the lake. Notwithstanding this rapid descent, occasioned by the great quantity of gas which escaped out of the two rents in the balloon, none of the four adventurers was hurt, but spoke in the highest terms of excitement of the pleasures of their

These successful aerial voyages were soon followed by others. Blanchard had already ascended several times, when he determined to cross the channel between England and France, which is about 23 miles wide, in a balloon filled with inflammable air. He succeeded in this bold attempt, January 7, 1785, accompanied by an American gentleman, Dr. Jeffries. About one o'clock they left the English coast, and at half-past two, were on the French. Pilatre de Rozier, mentioned before as the first aeronaut, attempted, June 14, 1785, in company with Mr. Romain, to pass from the French to the English side; but the attempt was unsuccessful, and the adventurers lost their lives. M. de Rozier had on this occasion united the two kinds of balloons; under one, filled with inflam-mable air, which did not alone possess sufficient elevating power, was a second, filled by means of a coal fire under it. Rozier had chosen this combination, hoping to unite the advantages of both kinds. By means of the lower balloon, he intended to rise and sink at pleasure, which is not possible with inflammable air; for a balfilled with this, when once sunk to the earth, cannot rise again with the same weight, without being filled anew; while, on the contrary, by increasing or diminishing the fire under a balloon filled with heated air, it can be made to rise and fall alternately. But this ex-periment caused the death of the projectors. Probably the coals, which were only in a glowing state near the surface of the ground, were suddenly kindled to a light flame as the balloon rose, and set it on fire. The whole machine was soon in flames, and the two aeronauts were precipitated from the air. The condition of their mangled bodies confirms the conjecture that they were killed by the explosion of the gas. This unhappy accident did not deter others; on the contrary, the experiments were by degrees repeated in other countries.

However important this invention may be, it has as yet led to no considerable results. Its use has hitherto been confined to observations in the upper regions of the atmosphere. But should we ever learn to guide the balloon at will, it might, perhaps, be employed for pures of which we now have hardly an idea; possibly the plan of Professor Robison might e accomplished by the construction of a gigantic balloon, which would enable us to perform an acrial circumnavigation of the earth. During the French Revolution, an aerostatic institution was founded at Meudon, not far from Paris, for the education of a corps of aeronauts, with the view of introducing balloons into armies as a means of reconnoitering the enemy. But this use of balloons was soon laid aside, for, like every other, it must be attended with great un-certainty, as long as the machine has to obey

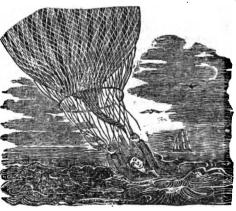
dilation of the inflammable air pushed the in- of aerial voyages; among the Germans, Pro-scribing, or rather about ten minutes after he ner balloon so violently against the aperture of fessor Jungius, in Berlin, in 1805 and 1806, had parted with a portion of his clothes and inthe tube, that every endeavor proved ineffectual. During this time they still continued to ascend, until the mercury in the barometer stood not higher than 24.36 inches, which shows their height above the surface of the earth to be about 5,100 feet. In these dreadful circumstances, large and legislation in the structure of the surface of the earth to be about 5,100 feet. In these dreadful circumstances, large and legislation in the structure of the surface of the earth to be about 5,100 feet. In these dreadful circumstances, large and legislation in the structure of the surface of the earth to be about 5,100 feet. In these dreadful circumstances, large and legislation in the structure of the surface of the surface of the surface of the surface of the surface of the earth to be about 5,100 feet. In these dreadful circumstances, large and legislation of his clothes and instruments; and it was only by the assistance of a fast sailing cutter, which happened to lay when almost exhausted. Having thus given a brief account of the early history of the aerostatic art, and of the successions. an essential service to aeronauts by the invention of the parachute, which they can use, in gone both in its external form and appearance, case of necessity, to let themselves down with-

The arrangement of the parachute, with reference to its use for aeronautic purposes, may by the aeronauts of the present day. now be more fully illustrated.



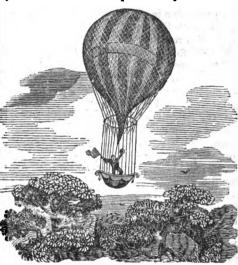
In the right hand figure, M. Garnerin's appa ratus is seen as it ascended from St. George' parade. A cylindrical box, about three feet in height, and two in diameter, was attached by a straight pole to a truck or disc at the top, and from this was suspended a large sheet of linen, somewhat similar to an umbrella. The form of which has a particularly pleasing effect on it assumed on the descent of the aeronaut is shown in the next figure. When first cut from the balloon, it descended with amazing velocity, and those who witnessed its progress consider. ed the destruction of the aeronaut as certain but after a few seconds the canvas opened, and the resistance was so great, that the apparatus diminished in its speed, till on its arrival near the earth it was not greater than would have resulted from leaping a height of two feet.

Amongst the unfortunate aeronauts we may place Major Money, who ascended from Norwich, under the full impression that the aerial current would take the balloon in the direction of Ipswich. Scarcely, however, had he attained an altitude of one mile, when a violent hurried an attitude of one mile, when a violent hurri-cane, operating in a new direction, drove the balloon towards Yarmouth. Several small row boats immediately put out from that port, and endeavored to keep pace with the balloon, but without success; and Major Money first touched the sea about nine miles from land, and more than three from any means of assistance.



the wind. Among the French, Blanchard and Garnerin have undertaken the greatest number jor Money at the period we have now been de ino conveyance.

and the nature of the material used for inflation, we may now speak of the very beautiful machines which are employed for aerial excursions



The preceding illustration exhibits a very picturesque view of the ascent of that veteran, Mr. Green, from the Park, on the occasion of the coronation of his late majesty, George IV. The balloon itself, the form of which is similar to, the eye. Over this is thrown an envelope of net-work, which passing down serves as a sup-Over this is thrown an envelope of port to which the car is attached.

The utility of aeronautic studies and experiments has been very much questioned, even by philosophical minds. M. Cavallo, well known in the philosophical world, suggested long ago that small balloons, especially those made of paper, and raised by means of spirits of wine, may serve to explore the direction of the winds in the upper regions of the atmosphere, particularly when there is a calm below; and we see the French aero ats adopted this idea, that they might serve also for signals in various circumstances, in which no other means can be used; and letters or other small things may be easily sent by them: for instance, from ships that cannot safely land on account of storms, from besieged places, islands, or the like. The larger aerostatic machine, he adds, may answer all the above-mentioned purposes in a better manner; and they may, besides, be used as a help to a person who wants to ascend a mountain or a precipice, or to cross a river; and, per-haps, one of the machines tied to a boat by a long rope, may be, in some cases, a better sort of sail than any that is used at present. conveying people from place to place with great swiftness, and without trouble, may be of essential use, even if the art of guiding them in a direction different from that of the wind should never be discovered. By means of these machines the shape of certain seas and lands may be better ascertained; men may ascend to the top of mountains they had never visited before; they may be carried over marshy and dangerous grounds; they may by that means come out of a besieged place, or an island; they may, in hot climates, ascend to a cold region of the at-mosphere, either to refresh themselves, or to observe the ice which is never seen below; and, in short, they may be thus taken to several places, to which human art hitherto knew of

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AGRICULTURE. &c.

Proceedings of the New-York State Agricultural Society, at the first Anniversary held at Albany on the 14th and 15th Feb. 1833.

Communication from JESSE BUEL, Esq. on the Culture of Indian Corn.

There is no crop more beneficial to the American farmer than Indian corn. An eminent agriculturist, the late John Taylor, of Virginia, called it the "meal, meadow, and manure," of the farm. It is convertible into human food in more forms than any other grain; its value in fattening domestic animals is not exceeded by any product of the farm; and no crop returns more to the soil than this does in the form of manure. There are two important requisites, however, to its profitaadapted to its growth; and the second, that the crop be well fed and well tended: for food and attention are as important to the plant as to the animal. Ordinarily speaking, it costs less to take care of a good crop of corn, on proper corn land, than it does of a bad crop on land not adapted to its culture. The first is light and dry. The latter stiff, wet, or grassy. I put the average expense of cultivating and securing an acre at \$15,* including a fair rent, though it ordinarily ex-The farmer, therefore, who ceeds this sum. obtains thirty bushels from the acre, estimating the grain at 50 cents per bushel, gets a fair compensation for his labor, and the use of his land. Whatever the product falls short of this is an absolute loss; and whatever it may exceed it is net gain. Thus the man who gets but twenty bushels from the acre Thus the man loses, upon this estimate, \$20 worth of his labor, on four acres. He who raises 80 bushthe expense, as well as the product of a crop, ously inculcated. It will perhaps be said, that I ought to add the value of the manure which is employed in the large crop; but I reply, that I offset this against the increased

corn are such as are permeable to heat, air,* judiced by it. denominated sandy, gravelly, and loamy. and the seed deposited in the bottoms of the Corn will not succeed well on grounds that furrows. Where there is a sod, the rows are stiff, hard, or wet. The roots grow to as should be superficially marked, and the seed

table dung, and plaster of paris, (sulphate of livrows. lime.) The first ought to be abundant, as upon the fertility which it induces depends the profit of the crop. Long or unfermented manure is to be preferred. It decomposes as the wants of the plant require it; while its mechanical operation, in rendering the soil light and porous, is beneficial to the crop. It ble cultivation. The first is, that the soil be should be equally spread over the whole surface, before it is ploughed under. It then continues to afford fresh pasture to the roots till the crop has matured, and is in its place to benefit the succeeding crop. If put into the hills, the roots soon extend beyond its influence, it does not so readily decompose, and the subsequent crop is prejudiced from its partial distribution in the soil. In a rotation of four or five years, in which this crop receives the manure, twenty-five or thirty ordinary loads may be applied to one acre with greater profit than to two or three acres. Every addition tells in the product; and there is scarcely any danger of manuring too high for this favorite crop. Gypsum is applied broadcast before the last ploughing or harrowing, or strewed on the hills after hoeing. I pursue the first method, at the rate of a bushel to the acre. +

The best preparation for a corn crop is a clover or other grass lay, or lea, well covered els an acre, on the other hand, realizes a net with a long manure, recently spread, neatly profit of \$100 from four acres-making a ploughed, and harrowed lengthwise of the difference in the profits of the two farmers, in the management of four acres of corn, of one hundred and twenty dollars! These data are these operations depends upon the texture of sufficiently accurate to show the importance the soil, and the quality of the sod. If the of the two requisites I have suggested, and first is inclined to clay, or the latter tough or the value of a little calculation in the busi- of long continuance, the ploughing may be ness of farming. The habit of noting down performed the preceding autumn; but where the expense, as well as the product of a crop, sand or gravel greatly preponderate, or the and thus ascertaining the relative profit and sod is light and tender, it is best performed in loss, is highly advantageous to the practical the spring, and as near to the planting as confarmer, and one which cannot be too strenu-venient. The harrow at least should immediately precede planting. All seeds do best when put into the fresh stirred mould. Stiff lands are ameliorated and broken down by

which is employed in the large crop; but I reply, that I offset this against the increased forage which this crop furnishes. Besides, by applying the manure in the unfermented state in which it is generally found in the spring, it will be as beneficial to the succeeding crops as though it had lain and fermented in the yard, and been applied in the usual way in the autumn.†

**Estimated expense of cultivating an acre of Indian corn:
One ploughing, (suppose a clover lay) \$\frac{2}{2}\$ 00

That hopings, 4 days and horse team, 3 75

Harvesting, 2 days, - 1 50

Cutting and harvesting stalks, - 1 50

Rent, - 5 00

**Stable and yard manures lose 50 per cent. by the fermentation they undergo in the yard during the summer shape of rotting, and of the fluids which is into the earth, or are carried off by the rains. Plants receive their food either in a gaseous or liquid form. If manure rots in the soil, neither these gases or fluids are lost: the earth, or are carried off by the rains. Plants receive their food either in a gaseous or liquid form. If manure rots in the soil, neither these gases or fluids are lost: the earth or are carried off by the rains. Plants receive their food either in a gaseous or liquid form. If manure rots in the soil, neither these gases or fluids are lost: the earth or are carried off by the rains. Plants receive their food either in a gaseous or liquid form. If manure rots in the soil, neither these gases or fluids are lost: the earth or are carried off by the rains. Plants receive their food either in a gaseous or liquid form. If manure rots in the soil, neither these gases or fluids are lost: the earth or are carried off by the rains. Plants receive their food either in a gaseous or liquid form. If manure rots in the soil, in the soil, in the soil, in the soil, in the soil is preduced in the latter purpose, if it is applied to the corn, &c. before it has fermented.

In infer from these forcet and broken down as a sponge a clover lay we have broad or succulent leaves; while the latter forms a

The soils adapted to the culture of Indian | fall ploughing; but light lands are rather pre-When corn is preceded by a and the roots of the plant, and embrace those tilled erop the ground should be furrowed, great a length as the stalks, and the soil must planted upon the surface. Where the field be permeable to permit their free extension. is flat, or the sub-soil retentive of moisture, The manures used are generally yard and the land should be laid in ridges, that the ex-

> The time of planting must vary in different districts and in different seasons. The ground should be sufficiently warmed by vernal heat to cause a speedy germination. Natural vegetation affords the best guide. My rule has been to plant when the apple is bursting its blossom buds, which has generally been between the 12th and 20th of May.

> Preparation of the Seed. The enemies to be combatted are the wire-worm, brown grub, birds and squirrels. Of these the first and two last prey upon the kernels, and against these tar offers a complete protection. I soak my seed 12 to 20 hours in hot water, in which is dissolved a few ounces of crude saltpetre. and then add (say to 8 quarts of seed) half a pint of tar, previously warmed and diluted with a quart of warm water. The mass is well stirred, the corn taken out, and as much plaster added as will adhere to the grain. This impregnates and partially coats the seed with the tar. The experience of years will warrant me in confidently recommending this as a protection for the seed.

> The manner of planting is ordinarily in hills, from two and a half to six feet apart, according to the variety of corn, the strength of the soil, and the fancy of the cultivator. usual distance in my neighborhood is three feet. Some, however, plant in drills of one, two, and three rows, by which a greater crop is unquestionably obtained, though the expense of culture is somewhat increased.* The quantity of seed should be double, and may be quadruple, + what is required to stand. It is well known that a great difference is manifest in the appearance of the plants. Some appear feeble and sickly, which the

> The following table exhibits the difference in product of various methods of planting, and serves also to explain the manner in which large crops of this grain have been obtained. I have assumed in the estimate that each stock obtained. I have assumed in the estimate that each stock produces one ear of corn, and that the ears average one gill of shelled grain. This is estimating the product low; for while I am penning this (October) I find that my largest ears give two gills, and 100 fair ears half a bushel of shelled corn. The calculation is also predicated upon the supposition that there is no deficiency in the number of stocks, a contingency pretty sure on my method of planting.

1. An acre, in hills 4 feet apart, will produce, each way, 2722
2. The same, 3 by 3 feet, 4840
3. The same in drills, at 3 ft. plants
6 in. apart, in the drills, 5 Stalks 29,040
5. The same in do. 2 rows in a drill, Hills. bush. qts. 16 75 90 28 93 113 14

6 in. apart, in the drills, - Stalks 29,040 113 14
5. The same in do. 2 rows in a drill,
6 in. apart, and the plants 9 in. and
3 ft. 9 in. from centre of drills thus, 30,970 120 31
6. The same in do, 3 rows in a drill,
as above, 3 ft. from centre of drills, 43,560 170 5
The fifth mode I have tried. The ground was highly
manured, the crop twice cleaned, and the entire acre gathered and weighed accurately-the same day. The product
in ears was 103 baskets, each 84 lbs. net, and 65 lbs. over.
The last basket was shelled and measured, which showed
a product on the acre of 118 bushels 10 qts. I gathered at
the rate of more than 100 bashels the acre, from 4 rods
planted in the third method, last summer, the result securtained in the most accurate manner. Corn shrinks about
20 per cent. after it is cribbed. The sixth mode is the
one by which the Messrs. Pratts, of Madison county, obtained the prodigious crop of 170 bashels per acre. These
gentlemen, I am told, are of opinion that the product of
an acre may be increased to 200 bushels.

† I am told the Messrs. Pratts, above alluded to, used
aeven bushels of seed to the acre, the plants being subsequently reduced to the requisite number.

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in a hill, it is believed will be amply remune- first of these methods, the crop may be seculate upon every hill or drill having its requisite number of plants.

The after culture consists in keeping the soil loose and free from weeds, which is ordinarily accomplished by two dressings, and in thinning the plants, which latter may be done ity of the grain, but must inevitably deteriothe first hoeing, or partially omitted till the The practice of ploughing among corn, and of making large hills, is justly getting into disrepute: for the plough bruises and cuts the roots of the plants, turns up the sod and manure to waste, and renders the crop more liable to suffer by drought. The first time of husking, a few of the husks being dressing should be performed as soon as the left on, braided, and preserved in an airy sit-size of the plants will permit, and the best im-uation till wanted for use. plement to precede the hoe is a corn harrow, adapted to the width of the rows, which every farmer can make. This will destroy most of the weeds and pulverise the soil. cond hoeing should be performed before or as soon as the tassels appear, and may be preceded by the corn harrow, a shallow furrow of the plough, or, what is better than either, by the cultivator.* A slight earthing is beneficial, providing the earth is scraped from the surface, and the sod and manure not exposed. It will be found beneficial to run the harrow or cultivator a third and even a fourth time, between the rows, to destroy weeds and loosen the surface, particularly if the season is dry. †

In harvesting the crop, one of three modes is adopted, viz. 1. The corn is cut at the sur- 62 lbs. the bushel. face of the ground, when the grain has become glazed, or hard upon the outside, put immediately into stocks, and when sufficiently dried, the corn and stalks are separated and both secured. 2. The tops are taken off when the corn has become glazed, and the To avoid this I put them first in stacks so the vat. That desideratum has, I think, at grain permitted to remain till October or No-small that the whole of the buts are exposed length been found in the Herbemont Madeira vember upon the buts. Or, 3. Both corn and stalks are left standing till the grain has fully ripened, and the latter become dry, when both are secured. There are other modes, such as leaving the buts or entire stalks in the ing a whole stock at the same time. field, after the grain is gathered; but these are so wasteful and slovenly as not to merit consideration. The stalks, blades, and tops of corn, if well secured, are an excellent fodder for neat cattle. If cut, or cut and steamed, so that they can be readily masticated, they are superior to hay. Besides, their fertilizing properties, as a manure, are greatly augmented by being fed out in the cattle yard, and imbibing the urine and liquids which al-

* The cultivator is made in the form of a triangular harrow, with two bulls; or if intended to be graduated to different widths, a centre bull is added, to which the exterior once are attached by hinges. Iron slats, fixed to the exterior bulls, pass through a mortice in the centre one, perforated with holes, through which an iron pin passes to hold them at the graduated width. The teeth may be in any approved form, or reasonable number. The cultivator I use has five teeth, two in each of the outward and one upon the centre timber. The teeth have a stout shank, with a duck's foot termination, four inches broad, somewhat cylindrical, rounded at the point, and inclined forward in an angle of 30 or 40 degrees. This implement is useful for other purposes; and may be used, like Beatson's, as a substitute for the plough, in preparing light soils for a crop. The handles are attached to the centre piece. The teeth have a shoulder, on the under side of the timber, and are fastened with screws and nuts above. and are fastened with screws and nuts above.

and are fastened with screws and nuts above.

† Some entertain a mistaken notion, that it is prejudical to stir the soil among corn in dry weather, and others that weeds serve to prevent the evaporation of moisture by a plant is in the ratio of the sturshoe of its leaves and stocks presented to the sun and air.

| dry season sometimes injures late sowing, for which reason I prefer sowing as soon as the leath and pron I have reason sometimes injures late sowing, for which reason I prefer sowing as soon as the leath and pron I have reason sometimes injures late sowing, for the alth and pron I have reason sometimes injures late sowing, for the alth and pron I have reason sometimes injures late sowing, for the alth and pron I have reason sometimes injures late sowing, for the alth and pron I have reason sometimes injures late sowing, for the alth and pron I have reason sometimes injures late sowing, for the alth and pron I have reason sometimes injures late sowing as soon as the leath and pron I have reason sometimes injures late sowing as soon as the leath and pron I have reason sometimes injures late sowing as soon as the leath and pron I have reason sometimes injures late sowing as soon as the leath and pron I have reason sometimes injures late sowing as soon as the leath and pron I have reason sometimes injures late sowing as soon as the leath and pron I have reason sometimes injures late sowing as soon as the leath and pron I have reason sometimes injures late sowing as soon as the leath and pron I have reason sometimes injures late sowing as soon as the leath and pron I have reason sometimes injures late sowing as soon as the leath and pron I have reason sometimes injures late sowing as soon as the leath and pron I have reason sometimes injures late sowing as soon as the leath and pron I have reason sometimes injures late sowing as soon as the leath and pron I have reason sometimes injures late sowing as soon as the leath and pron I have reason sometimes injures late sowing as soon as the leath and pron I hav

best nursing will not render productive. The || ways there abound, and which are lost to the || soil. In wet or low places in your field, where expense of seed, and the labor of pulling up farm, in ordinary yards, without an abunal but three or four of the strongest plants dance of dry litter to take them up. By the rated by the increased product. If the seed cured before the autumnal rains; the value of is covered as it should be, with fine mould the fodder is increased, and the ground is only, and not too deep, we may at least cal-cleared in time for a winter crop of wheat or rye. The second mode impairs the value of the forage, requires more labor, and does not increase the quantity or improve the quality of the grain. same labor as the first, may improve the qualrate the quality of the fodder. The corn cannot be husked too promptly after it is gathered from the field. If permitted to heat, the the tea wheat the best spring crop of grain we value of the grain is seriously impaired.

Saving Seed. The fairest and soundest cars are either selected in the field or at the

In making a choice of sorts, the object should be to obtain the varieties which ripen Farmer, under date of Baltimore, March 20, y most of early, and afford the greatest crop. I think 1833,) my attention has been drawn to the these two properties are best combined in a cultivation of the vine, as the means of giving twelve-rowed kind which I obtained from Ver-||to our country a new agricultural product, mont some years ago, and which I call Dutton which, supplying the farmer with a wholecorn, from the name of the gentleman from some beverage, and adding to his resources, whom I received it. It is earlier than the may take the place of whiskey with the gencommon eight-rowed yellow, or any other erations that are to come. field variety I have seen, and at the same time

used. the ground, and if placed in large stacks, or in the barn, the moisture which they contain often induces fermentation and mouldiness. small that the whole of the buts are exposed upon the outer surface; and when thorough. It was a surface to be moved as they are wanted to be fed out —merely regarding the propriety of remov-

* The leaves are the necessary organs for elaborating the food of plants, and when these are taken away the plant must cease to grow. The sap is useless until it undergoes elaboration in the leaves. Hence, when corn is topped in the usual way, the supply of food is cut off from the grain, except what may be elaborated in the husks. On comparing corn gathered by the first and second modes, it was the opinion of those who assisted in husk ing, that the first was soundest, brightest, and heaviest. The third mode I have not tried, but it seems probable that the grain might acquire an increase of volume, though it would lose again by depredation and waste. The first method has these further advantages, that it preserves the cob from being saturated with rains, and secures the fodder when in its highest perfection and greatest quantity.

TEA WHEAT .- THE SEASON .- Extracts from a letter from Elisha Marvin, Esq., of Ripley, N. Y. to the Proprietor of the N. E. Farmer.

after it was first noticed in your paper. have sown this wheat every spring since, from the tenth of March to the first of May, since; I have carefully examined them, and dry season sometimes injures late sowing, for to a French vigneron is a sure indication of which reason I prefer sowing as soon as the health and promise.

winter wheat would be killed by ice, or thrown out by frost, this wheat will give a fair crop.

On our dividing ridges, which are generally a wet cold soil, and covered four or five months with deep snow, this wheat does well. Winter wheat, if grown at all in such situations, would give but an indifferent crop, and that of a light and poor quality. wheat weighs 63 pounds to the bushel; other The third mode requires the spring wheat, in this region, 58. The tea wheat yields a far better crop than either the bearded or bald spring wheat; and suits much better to every variety of soil. With these advantages I think I can with all safety call have in this region of country.

Our season is now (March 15) mild. The coldest day the present year was the 2d or March, when the ice in the lake fastened for the first time, and is not yet started.

CULTURE OF THE VINE .- For some years past, (says a correspondent of the American

I have reluctantly convinced myself, that gives the greatest product. I have invariably we shall never be able to produce from our cut the crop in the first fourteen days of Sepnative vines, in this latitude, a wine that will ember, and once in the last week in August. be fit to drink—and indeed, I may say that it The cob is large, but the grain is so compact has never been my lot to taste a sample of upon it, that two bushels of sound ears have wine from our grapes which could give place yielded five pecks of shelled grain, weighing for hope. On the other hand, the severity of our climate, during the winter and spring In securing the fodder, precaution must be months, proves fatal to almost all imported varieties. I have sought, therefore, with great of the qualities of the best foreign wine grapes I have ever seen. It is an abundant bearer, the bunches are generally perfect, and if left to become quite ripe, it is not unlike, in flavor and appearance, the Miller's Burgundy.

In the spring of 1831, I received from Mr. Herbemont five hundred roots, very well put up and in the finest condition. I had them carefully planted at eight feet apart one way and six the other, and pruned to two buds each. The growth of the vines was very luxuriant and beautiful. Nothing more was done but to keep them free from weeds and tie up the leading shoots. The wood ripened well, and no further attention was paid to them until March, 1832, when they were again pruned to three or five buds each. Two only had died; and these were indifferent plants.

The tea wheat which I have sent you I had through the summer. I consider this a suffifrom the Province of New-Brunswick, soon cient proof that they will stand our winters, for that of 1832 was severe.

The choice of time depends on the season; a perceive throughout that perfect coupe, which

I have reason to believe that I shall be This grain does well on what we call a na. || able this fall to make some barrels of wine as NEW-YORK AMERICAN.

APRIL 13, 15, 16, 17, 18, 19-1833.

LITERARY NOTICES.

THE NORTH AMERICAN REVIEW, No. LXXIX. Bos. ton, Chas. Bowen: New-York, G. & C. & H. Carvill.-We have read this number of the North American Review with great pleasure. Its leading paper on Sir Walter Scott, descants, con amore, upon the beautiful character and immortal literary labors of the man who has done more for the virtuous gratification, and exercised a more wide and potent sway over the minds and hearts, of men of all nations, than probably ever was effected before by the genius of one individual. And yet, there are men who think it wrong to speak praisingly of Walter Scott !--pious, good men! who deem it a reproach that a Christian clergyman should pronounce a culogy upon one, whose life nevertheless was a model of the Christian virtues in practice, and whose heart knew no guile. If to the eyes and understandings which thus consider things, any avenue be yet open, through which truth without prejudice may penetrate, we commend to their attention this article of the North American. Next come a history of Spanish poetry, previous to the XVth century, and of the formation of the present Castilian language; a paper which among the num. berless learners now-a-days of the glorious Spanish tongue, will find many readers. The Evidences of Christianity, by Bishop MIlvaine, as contained in the Lectures delivered by that Prelate in this city some two years ago, furnish the next subject; and this valuable treatise is praised with a just discrimination of its merits. These lectures were designed for young men, to whose habits, taste, and circumstances, they are admirably adapted. " If we do not greatly mistake," says the Reviewer, "it will be found, that the fact of the author's having written with this class of hearers and readers in his eye, in connexion with the uncommon perspicuity, and felicitous arrangement, and general excellence of the work, will secure to it an introduction as a text-book into some of our literary institutions." We pass over the article on Watson's Annals of Philadelphia, on the Law School at Cambridge, and the more elaborate and ambitious one on the Progress of Society, to speak of that on Southey's Life of Bunyan, and on the stage; you might have given us an epitome of the character and genius of Bunyan himself; a most your experience, instead of dreaming over Shaks. eloquent article, reminding one of Macaulay of the Edingburgh, and written with a full perception of the genius of Bunyan, and his extraordinary work, the Pilgrim's Progress; a work which interests and attracts childhood, and commands the admiration and reverence of mature age. Thatcher's Indian Biography. Abercrombie on the Intellactual Powers, and

EBEN ERSKINE, OR THE TRAVELLER: by John Galt, author of Laurie Todd, 2 vols. Philad. CARRY, LEA & Blanchard.—"This may be my last novel; for the latter part has been dictated from a bed of sick. ness, and the disease is not of a very equivocal kind !" Such is the melancholy annunciation with which Mr. Galt ushers these volumes into the world: may their success console the hours which disease is wasting! Lord Byron, in one of his conversations with Lady Blessington, lamented that, having had an opportunity by making a sea-voyage with him, of cultivating an acquaintance with Mr. Galt, he had neglected it; for that he had since learned to think highly of him as a man and a writer. Whether this work is destined to add to his fame as an auther, we think doubtful: yet we have seen it highly praised, and we will not gainsay the good thus spoken.

A VINDICATION OF THE RIGHTS OF WOMAN, &c. &c. by Mary Wollstonecraft: New York, A. J. MATERILL. "The evil that men [and women too] do, lives af.

tion put forth of the original from which the Fanny Wrights and other men in petticoats have imbibed ther crude notions of the social system, and desolat ing views of the rights and dignity of women. It is a poor compliment to the spirit of the age, and to the state of society with us, that encouragement should be supposed to exist for such a work as this. We hope the event may disappoint the calculations of the if I had the power, to hold them up to derision.

publisher.

Meden.—Unless by doing so, you might correct

CHARACTERISTICS OF WOMEN, MORAL, PORTICAL AND HISTORICAL; by Mrs. JAMESON, author of a Diary of an Ennuyée 2 vols.: Philadelphia, Carey, Lea & Blanchard .- It is not without design that we place these two works on women, and by women, in juxtaposition; for truly they are bane and antidote; and just in the degree that all well ordered minds and real admirers of the worth of women must deplore the wild, licentious, gross and impracticable views of Mary Wollstonecraft, they will rejoice at seeing the true and noble "characteristics of women," set forth so eloquently and illustrated so happily by Mrs. Jameson in these volume. We cannot more satisfactorilys explain the aim of this delightful book than by letting the author speak for herself in the annexed quotation from the introductory dialogue:

Alds .- I have endeavored to illustrate the vari ous modifications of which the female character susceptible, with their causes and results. My life has been spent in observing and thinking; I have had, as you well know, more opportunities for the first more leisure for the last, than have fallen to the lot of most people. What I have seen, felt, thought, suffered, has led me to form certain opinions. It appears to me that the condition of women in society, as at present constituted, is false in itself, and injurious to them,-that the education of women, as at present conducted, is founded in mistaken principles, and tends to increase fearfully the sum of mise ry and error in beth sexes; but I do not choose presumptuously to fling these opinions in the face of the world, in the form of essays on morality, and treatises on education. I have rather chosen to illustrate certain positions by examples, and leave my readers ce the moral themselves, and draw their to dedu own inferences.

Medon.-And why have you not chosen your ex amples from real life? you might easily have done You have not been a mere spectator, or a mere actor, but a lounger behind the scenes of existence have even assisted in preparing the puppets for peare.

Alda.—I might so, if I had chosen to become female satirist, which I will never be.

Medon.-You would at least stand a better chance

of being read.

Alda. -I am not sure of that. The vile taste fo satire and personal gossip will not be eradicated, I suppose, while the elements of curiosity and malice remain in human nature : but as a fashion of litera-Swallow Barn, are the subjects of the three remaining papers.

The subjects of the three remaining papers.

The subjects of the three remaining papers.

The subjects of the three remaining ture, I think it is passing away:—at all events it is not my forte. Long experience of what is called "the world," of the folly, duplicity, shallowness, selfishness, which meet us at every turn, too soon unsettles our youthful creed. If it only led to the knowledge of good and evil, it were well; if it only taught us to despise the illusions and retire from the pleasures of the world, it would be better. But it destroys our belief-it dims our perception of all abstract truth, virtue, and happiness; its turns life into a jest, and a very dull one too. It makes us in different to beauty, and incredulous of goodness; it teaches us to consider self as the centre on which all actions turn, and to which all motives are to be referred.

Medon -But this being so, we must either revolve with these earthly natures, and round the same centre, or seek a sphere for ourselves, and dwell apart. Alda-I trust it is not necessary to do either .-While we are yet young, and the passions, powers, and feelings in their full activity, create to us a world within, we cannot look fairly on the world without: all things are then good. When first we throw ourselves forth, and meet burrs and briars on every side, which stick in our very hearts--and fair tempting fruits which turn to bitter ashes in the taste, then we exclaim with impatience, all things are evil. But

almost from its first publication, we have a new edi-||cern their true bearings; when the perception of evil, or sorrow, or sin, brings also the perception of some opposite good, which awakens our indulgence, or the knowledge of the cause which excites our pity. Thus it is with me. I can smile, excites our pity. Thus it is with me. I can smile, —nay, I can laugh still, to see folly, venity, absurdity, meanness, exposed by scornful wit, and depicted by others in fictions light and brilliant. But these very things, when I encounter the reality, rather make me sad than merry, and take away all the inclination,

Alda. -Correct them! Show me that one human being who has been made essentially better by satire O no, no! there is something in human nature which hardens itself against the lash—something in satire which excites only the lowest and worst of our propensities. That line in Pope-

I must be proud to see

has ever filled me with terror and pity, and sen me to think upon the opposite sentiment in Shakspeare, on "the mischievous foul sin of chiding sin." I remember once hearing a poem of Barry Cornwall's (he read it to me,) about a strange winged creature that, having the lineaments of a man, yet preyed o a man, and afterwards coming to a stream to drink, and beholding his own face therein, and that he had made his prey of a creature like himself, pined away with repentance. So should those do, who having made themselves mischievous mirth out of the sins and sorrows of others, remembering their own hu-manity, and seeing within themselves the same lines. mente so should they grieve and pine away, selfpunished.

Medon. Tis an old allegory, and a sad one-

but too much to the purpose.

Alda.—I abhor the spirit of ridicule—I dread it and I despise it. I abhor it because it is in direct contradiction to the mild and serious spirit of Christianity; I fear it, because we find that in every state of society in which it has prevailed as a fashion, and has given the tone to the manners and literature, it marked the moral degradation and approaching destruction of that society; and I despise it, because it is the usual resource of the shallow and the base min and, when wielded by the strongest hand with the purest intentions, an inefficient means of good. spirit of satire, reversing the spirit of mercy which is twice blessed, seems to me twice accursed;—evil in those who indulge it-evil to those who are the objects of it.

This is surely fine writing, and just and delicate thinking. The examples chosen from Shakspeare are divided into four classes-Characters of Intellect. which include Portia, Isabella, Beatrice and Rosa. lind; Characters of Passion and Imagination, under which class, Juliet, Helena, Perdita, Viola, Ophe. lia and Miranda, are introduced: Characters of the Affections, illustrated by Hermoine, Desdemona, Imogene and Cordelia; and Historical Characters, embracing Cleopatra, Octavia, Volumnia, Constance of Bretagne, Elinor of Guienne, Blanche of Castile, Margaret of Anjou, Katharine of Arragon, and Lady Macbeth. Those to whom Shakspeare is familiar, will see at once that this range embraces almost every possible modification of female character; but we may venture to say even to those who think they understand Shakspeare best, that they will find new views of his beauties developed with such taste, such fineness of perception, and delicacy of feeling combined with reach and strength of intellect, as will a like surprize and gratify them. Well has Mrs. Jameson merited of her own sex, and thrice well of ours which is exalted and improved by all that exalts woman, by the publication of these admirable ".Characteristics."

THE DEATH OF THE RIGHTHOUS, or the way of Holy Dying, translated from the French of M. de la Placette, by LEWIS P. BAYARD, A. M. Rector of St. Clement's Church, N. York, 1 vol. New York: Protestant Episcopal Press, and Swords, Stanford & Co.—The aim of this valuable little volume is to teach men how to die, by instructing them how to live as christians. It is a profitable lesson—and well taught in these pages—of which the translation is so -"The evil that men [and women too] do, lives af, at length comes the calm hour, when they who taught in these pages—of which the translation is ter them;" and here at the distance of half a century look beyond the superficies of things begin to dis-

Poems, &c., by L. E. L.; Philadelphia, Carey and advocate in this distinguished Philanthropist. Hart .- The beautiful English book, of which the reprint before us furnishes the letter press only, is remarkable for the superiority and excellence of its this number is a memoir, with a capital engraving, eggravings. Here we have the literary portion of the volume handsomely printed, and in this shape it will be more generally read than in the splendid ori- bular form, have been one of the tallest and largest ginal-and it is worth reading.

THE WESTMINSTER REVIEW,

THE FOREIGN QUARTERLY REVIEW, Philadelphia.

Mr. Condy Raguet, well known as a champion of free trade under "the banner of the Constitution," has undertaken to republish in this country these two distinguished foreign periodicals, and at a price much below that at which they could be obtained from abroad. The first number of the American edition is now before us; and though we dislike the double columns and the smaller type, we are aware at the same time, that in order to render such works cheap, and thereby put them into general circulation, these expedients are indispensable. Our best wishes attend the enterprize. The agents in New York are Blies & Wadeworth.

THE LADIES' MEDICAL GUIDE, &c. &c. By Rich ard Reece, M. D. Philadelphia : Carey, Lea, & Blanchard.—We do not like Medical guides for either ladies or gentlemen-for they are seldom used with discretion; and frequently, though not resorted to for instruction in time of need, distemper the fancy of readers, who cannot distinguish surely the difference in cases, and thus they produce disease by the very means intended to prevent it. In all ordinary cases a mother is the best medical guide for young women, and when her skill and experience are as fault, send for the regular physician.

THE SELECT JOURNAL OF FOREIGN PERIODICAL LI-TERATURE, No II .- Boston : Charles Bowen .- It is a pleasure to read a journal printed on such paper, and with such a clear type as this. We are free to confess it-though it may have the effect of placing us in the category of growing old persons-that our eyes are much more sensible to the superiority of clear type and white paper than in days of yore.

The selections, literary and critical, of this num ber, are made with judgment and good taste, and are of great variety. The Quarterly, the Foreign Quarterly, the Asiatic Journal, and the Magazines generally, contribute to its contents, which are not the less interesting for being occasionally condensed from the original articles, and explained by short editorial notices.

PROTESTANT EPISCOPAL PULPIT, Vol. III., No 2. New York : John Moore. - The Sermon which constitutes this number is on the "Unity of God," by the Rev. Benjamin Hale, Professor of Dartmouth College, N. Hampshire.

THE AMERICAN LANCET; Philadelphia, TURNER & Sons.—This is a periodical of which four numbers have been issued. Some valuable original communications, as well as excellent selections from foreign journals have appeared, and give promise of its being a channel through which much information will be disseminated. 'Although we cannot,' says a young medical friend, 'exactly coincide with some of the articles on the medical institution of this country, which are rather too sweeping, still the merits of this journal are of a high order. The proper education of a physician is a matter in which the whole community is interested; and as to this subject parti gular attention is to be paid in its pages, it alone entitles it to the patronage, not only of the medical profession, but of the public at large.

ADDRESS ON THE PATRIOT CHARACTER OF THE TEMPERANCE REFORMATION; delivered before the Charleston Temperance Society and the Young Sailor." Men's Temperance Society, on Tuesday evening, 96th Peb. 1833. By THOMAS S. GRIMER,—The great REFERENCE; Connor & Cooke.—The third and last and sculpture,

AMERICAN TURF REGISTER, for April; Baltimor J. S. SEINNER.—Among the unfailing attractions of of the famous Virginia horse Timeleon, a Sir Archey colt. This must, from the dimensions given in a tarace horses ever foaled. He was two hands or eight inches taller at the withers and the loins, than Eclipse.

PATTERSON'S CASAR, VALPT'S GREEK GRAMMAR. and THE LATIN READER, are the titles of three duodecime volumes. which we have received from Mr. Dean, the Publisher, and which are for sale hy Collins & Hannay, and others. The edition of Cessar is from that of Oberlin, and to the emendations of other learned individuals adds the revision of its present Editor, David Patterson, A. M. It is illustrated with English Notes, and is supplied with an ample historical and geographical index, at the end. The Grammar is the 8th edition of Valpy's popular work, enriched with additions by Professor Anthon, who, from the Grammar of Buttmann, Golius, Weller and others, and with the assistance of the last English edition received direct from Dr. Valpy, has compiled a work that will prove invaluable to the young Hellenist. The work contains some observations on the Sanscrit tongue, and the Dissertation of Thiersch on the Homeric Digamms, among other improvements upon the last edition. The next book, the Latin Reader, is founded upon the celebrated work of Jacobs and Doring, with Notes and Illustrations, by John D. Ogilby, Principal of the Grammar School of Columbia College. The present being the fourth American, from the seventh German edition, it would be idle to pass here upon a work of such established reputation. All three of these works bear the strong recommendation, as school books, of being printed in a neat, compact, and cheap form.

THE LIFE OF A SAILOR; 2 vols.; HARPERS.is an agreeable piece of book making, containing a great variety of sea adventures strung together in an easy and entertaining manner, with no great literary pretensions, and some marks of carelesaness. The work is a reprint from an English book—a little mat ter, by the by, which should have been mentioned in the title page, instead of only putting it forth as written "by a Captain in The Navy," (quere, what navy is THE navy?) and leaving us as much in doubt as to the place of birth, as to the parentage of the thing. A glance at the contents of the book, however, soon solves any question as to the source whence it e. manates. The terms "refined American diction," (p. 223,) "nasal intonation wonderfully discordant to the musical (!) ears or an Englishman," (p. 227,) and occasional sneers at "the free-born Americans," peppered over the pages, betray at once a Grab street origin; and show that though the general materials of the work may really have been supplied by an officer and man of liberal observation, there must have been some Cockney hand in the working up, to have made a Georgian planter talk like a Connecticut ped iar, and put the farrage of one of Mathew's Yankees in the mouth of a Savannah merchant. This want of truth to character, however, though it may raise a doubt as to the justness of the more important representations of the author, occupies but a small portion of the work, there being many animated descriptions of fights and storms at sea, and sundry accounts of the land voyages of the true blue jackets. Several of these we have already given in anticipation and those of our readers who remember the well-told account of the death of Sir Peter Parker, and the destruction of a boats's crew by sharks, will want no more striking scenes to recommend "The Life of a

THE TREASURY OF KNOWLEDGE AND LIBRARY OF

THE BOOK OF BEAUTY; a Collection of Tales || cause of Temperance has found an able and eloquent || volume of this valuable publication has just appeared and completed one of the most useful little works that has for some time come from the press. Upon looking through the three parts together, we find no occasion to alter the favorable epinion heretofore expressed concerning them individually, except that in the Dictionary of Phrases, the proof-reader has overlooked some blunders of the press, which might tend somewhat to lessen the confidence of a casual observer in the authenticity of other parts of the work. In one case, for instance, there is a French proverb marked as Italian, and in another as Spanish. Then there are such misprints as, sono, (are,) Italian, for sonno, (sleep,)—pobreza (Spanish) for probeza; for spesso, spepo; bisoyna for bisoqua; mitters for mettere, &c.,-a degree of confusion of tongues which no oversight should have allowed to occur. To show how well other parts of the work are executed, however, we quote the following account of the most ancient city in the new world, and one whose growing commercial relations with our own country makes it desirable that we should be more familiar with its condition.

MEXICO, a celebrated city and capital of the re-publick of Mexico, situated in the state of the same name, 7400 feet above the level of the sea, 252 miles west of Vera Cruz, 300 S.W. of Tampico, on the Gulf of Mexico, and 270 north of Acapulco, on the Pacifick Ocean. From Washington City, United States, it is 2750 miles. The present city occupies only part of the site of the ancient Mexic Tenochtitlan, which was founded, according to the traditions of the natives, in 1331, or two centuries before its conquest by Cortez. The location is near the Lake Tezcuco, the waters of which, with the other lakes in the vicinity, have been on the decrease for several centuries. "Mexico is undoubtedly," for several centuries. "Mexico is undoubtedly," says Humboldt, "one of the finest cities ever built by Europeans in either hemisphere. With the exception of Petersburgh, Berlin, Philadelphia, and Westminster, there does not exist a city of the same extent which can be compared to the capital of New Spain for the uniform level of the ground on which it stands, for the regularity and breadth of the streets, and the extent of the publick places. The architecture is generally of a very fine style, and there are even edifices of a very beautiful structure. Two sorts of hewn stone give to the Mexican buildings an air of solidity, and sometimes of magnificence. The balustrades and gates are all of Biscay iron, ornamented with bronze; and the houses instead of roofs, have terraces like those of Italy and other southern countries."

Many of the streets are nearly two miles in length, perfectly, level and straight, with the ends terminating in a view of the mountains that surround the valley. The houses are in general of a uniform height, most of them having three stories, each from 15 to 20 feet high. The fronts of most of the houses are painted in different colours, viz. white, crimson, brown, or light green, and retain their beauty for many years, owing to the dryness of the atmosphere. The city is built in the form of a square of about four miles on a side. The Plaza Major is one of the finest squares to be seen in any city in the world. The east side is occupied by the cathedral, a magnificent building; the north by a splendid palace, formerly occupied by the viceroys; the south by a fine row of houses, in the centre of which is a palace, called the Cass del Estada, built on the site of the palace of Montezuma; and on the west is a range of shops, publick offices, granaries, &c., with piazzas in front. Near the suburbs, to the north, is the Alameda, or great promenade.

The botanical garden is small, but rich in rare and interesting productions. It is handsomely laid out in the Spanish fashion, with flagged walks, bordered with elegant large pots of flowers. In the centre is a large stone basin, supplied by a fountain with

The publick buildings are very numerous. traveller counted 105 cupolas, spires, and domes, within the city, and there are 56 churches, besides the cathedral, 38 convents, namely:—23 of monks and 15 of nuns. The Franciscan convent is a large establishment, with an income of about 90,000 dol-The hospital is lars, arising principally from alms. well supported, and the mint is the most extensive establishment of the kind in the world. The university, tounded in 1551, and the public library, are worthy of notice, as well as the academy of painting

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ny of them are elegant, lofty, and spacious, are not as well furnished as those of cities in the United States. The city is supplied with water by aqueducts, and the canal of Chalco which extends from the lake of that name to the city, affords an avenue for conveying in canoes, the products of the surround-ing country, and the fruits, flowers, and vegetables, raised in the beautiful gardens in the vicinity, to market. The remains of the celebrated floating gardens, called Chimpas, are near the lakes, and are now stationary, surrounded by a broad ditch.

Mexico was formerly subject to inundations from the lakes, to prevent which a drain has been cut through a gap in the mountains, 12 miles long and 300 feet wide, at great expense. The climate is bland, and the atmosphere pure and healthy. There are many pleasant rides out of the city; among others, that to the village of Tacubaya, four miles distant.

This city enjoys an extensive commerce, which is carried on through the ports of Acapulco, on the Pacifick, and Vera Cruz, Alvarado, and Tampico, on the Atlantick Ocean. Merchandise is transported on mules from these seaports, and companies of traders with the goods generally go armed to protect them-selves from robbers, who occasionally frequent the roads to the capital.

The people are much addicted to pleasure and gambling. The ladies, when they are seen in the the streets, are dressed in black, except on holydays and other publick occasions, when their dresses are gay. They generally are in carriages when they appear in publick, and but seldem on horseback. The the higher classes of the men is similar to those of Spain. Long cloaks are worn in the streets, and light jackets in the houses. American, English, and French manufactures of cotton and wool, German linens, are more worn. English earthen-ware, beer, and porter, are also in great request.— Some breweries have however been established in the city.

Beggars, called leperce, similar to the lazzaroni o Naples, are very numerous in this city; they are uid to amount to 20,000.

The ancient city of Mexico, or Tenochtititlan, was taken by Cortez, in 1521, after a siege of 75 days, when a great slaughter of the inhabitants took place. The houses were razed to the ground, and the present city built on the ruins. Lat. 19 26 N., lon. 103

FOREIGN INTELLIGENCE.

45 W.

LATER FROM ENGLAND .- The Pacific, Capt. Waite from Liverpool, brings us London papers to the 16th ult., inclusive. The enforcing bill made slow progress in the House of Commons. The Times of the 16th thus remarks on it-

Very little progress was last night made in the Irish Disturbance Bill. Only 3 clauses out of 41 were got through. Yet, notwithstanding this delay, the bill, we take for granted, will pass the House of Commons, in spite of the repugnance of its principles which pervades the whole liberal majority of that assembly, and which has been frankly acknow-ledged by the very Ministers, who felt themselves ledged by the very Ministers, who felt themselves same Powers, commanding the station in the Archiconstrained to bring in that unusual and most offensive measure. It is certain that in the progress of the discussions, both in doors and out, upon some of its obnoxious clauses, the symptoms of an increasing dislike to even the temporary admission of such intruders upon our domestic policy as courts-martial, domiciliary visits, and suspensions of the Haboas Corpus Act, became more perceptible every hour; and we had hopes, not many days ago, that the bill, ere it passed, would have been cleansed of most of its unwholesome attibutes. But, unhappily, the John Adams is now at Marseilles, but will quit for activity of murderous outrage in Ireland has pro. Mahon on the 15th." ceeded without a moment's relaxation. As if to refute all objections and all reasonings drawn from the spirit of the constitution itself, and from general experience of its efficacy in the maintenance of order, and in the protection of peaceable and unoffending citizens from violence,—as if to deride and mock dismissed in consequence. It is the opinion of some, the simpletons who love to cherish the forms of that this rigid step may lead to a change of Ministry, freedom, for the sake of that precious substance of but if it should, I am well persuaded it will not lead which they are the types and guarantees,—as if to take away from English gentlemen, jealous of the "The last advices from the Hague and London, rights of their fellow-subjects, all pretence for further opposition to this bill, and from the Government Dutch and Belgian question. It appears a malignant all excuse for failing to push it vigorously through fever or cholera is raging in the armies of Miguel the remaining stages of legislation, the Irish ruffians and Pedro. and assassins never once suspended the course of the Porte and the their barbarities. To say nothing of outrages less Pacha of Egypt, will be settled by the intervention critically timed, as well as less conspicuous from the of the great powers, or some of them.

The dwelling houses of the citizens, although ma-||station and character of the victims, the foul and || brutal murder of Mr. Leonard transpired in London just the day before that appointed for going into com-mittee on the bill, and the minds of members of Parliament were thus sickened by fresh evidence for it the better." of the audacious contempt for law and confidence of impunity exhibited in the noon day murder of a gentleman whose only crime, it is said, was that of threatening to recover by legal process those arrears o rent which he had no other means of obtaining.

> The state of Don Pedro becomes more critical want of provisions in Oporto being the chief difficulty: but it is said that both recruits and provisions were on the way.

> A new Ambassador from Holland, M. Dedel, had arrived in London and had his first audience; and that would arrest for a time at least, we presume, the forward movement of the French army and English fleet, which was threatened after the 15th March.

> The Egyptians and Turks had certainly concluded an armistice: so that the advance of Russia to the aid of its late enemy, the Turks, was checked.

> Lord Durham had resigned the Privy Sealscore of domestic affliction, as one version says,his political views differing from those of his colleagues, according to another version.

[From the London Times, of March 16.]
PARIS.—A French brig of war arrived at Toulon on the 7th inst. from Napoli di Romania, which place sion gave only 26 majority to Ministers. she left on the 16 ult. She brings despatches to the French Government announcing that King Otho had arrived at Napoli on the 6th. On the following day he published a proclamation, in which he professes a multitude of good intentions and wishes for the future prosperity and welfare of his newly adopted country. He recommends that all internal dissensions should cease, and promises to use his utmos efforts that all cause for their continuance should be removed. He also engages to protect the religion of the Greeks.

The Greeks will not perhaps be greatly deserving of blame if King Otho's reign proves a short one. How can it be expected that they should be sincere in their allegiance to a man who is so entirely a stranger to them as a Bavarian Prince, and whom not one of them had ever dreamt of choosing as their King? The Greeks, besides, are Republicans in their hearts. The sentiment of republicanism, in a manner, is born with them. Even under the iron yoke of the Turks, the unconscious possession of that sentiment was evinced in all their acts, in all their words. Their institutions were of a republican form, though subject to the despotism of the Turks.

It appears that Colcotroni was still at open was with the Government, and it was publicly affirmed and believed at Napoli that he was supported by Russian aid. It is not however probable that the Russians would encourage a war against the authority of the very man for whom their influence has so msterially contributed in procuring the throne of Greece. There were several English, French, and Russian ships of war in the port of Napoli, when King Otho arrived, with the three Admirals of the

By the packet from Havre, we have no later intelligence than before received. We publish, however me extracts from our correspondent at Havre, of

March 10th, giving a bird's eye view of things.
"I have a letter of the 19th ult. from Mahon; the United States and Constellation were there;

"The papers will inform you of what is passing here, There has been some sparring in the Chamber of Deputies during the debate upon the pension Baude and Dubois, two Councillors of State. took part against the Government, and have been

Dutch and Belgian question. It appears a malignant

Ireland is in a dreadful state. The Whice have some difficult matters to manage. The emancipa-tion question, it is said, will be brought forward soon. This concerns us, and the sooner we prepare

LATER FROM EUROPE.—The George Washington, from Liverpool of 24th ult., furnishes later dates, but nothing very material. Our own files are not yet received. We take from the Journal of Commerce and the Courier & Enquirer. The cause of Don Pedro in Portugal seems to have revived a little, by a check given to an attack on Oporto by the troops of Miguel. In Paris, the two men charged with shooting at Louis Philippe were acquitted, as were the prisoners taken in the steamboat which landed the Duchess of Berri last year in the South of France.

The Irish Enforcing Bill hastened slowly through the House of Commons, but will ultimately prevail. The 23d of this month, it is perceived, is the day fixed by Lord Althorp for introducing the ministerial plan of Slave Emancipation in the West Indies. We shall look anxiously for the development of that plan.

From a passenger we learn that the Ministry were nearly left in a minority on the evening of the 21st in the House of Commons, on a motion of Mr. Atweed, of Birmingham, respecting the currency. The divi-

The Rev. Ed. Irving, who has made such a noise in the world, has been formally deposed as a minister of the Scotch Church by the Presbytery of Annan.

A serious accident occurred at Edinburgh, at the sale by auction of Lord Eldin's Pictures. Just as Mr. Winstanley, the auctioneer, was holding up a celebrated Teniers to the admiration of a large ass bly, the flooring on which they stood gave way, and the auctioneer, pictures, and part of the crowd were precipitated into the room beneath. Many limbs were broken, and one life, that of Alexander Smith, Esq., banker, was lost.

Turkey.-Important advices have been received at Vienna, by a Dragoman, despatched from Constantinople by the Internuncie, at the desire of the Reis Effendi. It appears that the French Admiral, Roessin, with the concurrence of the English Chargé de Affaires, Mr. Mandeville, had prevailed on the Porte to accept the mediation of France between the Sultan and the Viceroy of Egypt, and that a treaty has been signed by the Frenchman and the Ottoman minister, by which the Porte cedes to the Egyptians the whole coast of Syria from Tripoli to the borders of Egypt, with a tract in the interior which includes Jerusalem (but not Damascus.)

Aleppo, Scanderoon, and all the older conquests of the Egyptian army, are to be restored to the Ottoman Porte. A messenger had been despatched to Ibrahim Pacha with intelligence of this convention, and a declaration that if he advances farther into Asia Minor, France will consider Egypt as her enemy. Little doubt is entertained but that this message will stop Ibrahim in his career, and that his father will not hesitate to make peace on the terms proposed. The Russian fleet, which had arrived at the mouth of the Bosphorus, being no longer wanted, will return to Sebastopol.

MECCA, Dec. 21.—Here in the Holy City, preparations are making for the solemn expiation of the anathema pronounced by the Sultan and the Musti-against Mahemet Ali and the Princes of his family. The ceremony is fixed for the beginning of spring, and is considered in all Arabia as the commence. ment of Arabian nationality and independence. The Sheriff of Mecca expects from Constantinople the firman of the Sultan, relative to the restoration of Mehemet Ali to all his dignities and honors. The hatti scheriff to this effect is to be read in the Kashs, and the galleries and 240 pillars of that temple are to be splendidly adorned on this oceasion. It is also expected that Mehemet Ali will shortly receive homage as King of Egypt, in Cairo and Syria in Damascus.

Such an event is looked for with the more impal tience by all the faithful, as it will put an end to ali the ravages of war, and restore tranquility both to Egypt and the Ottoman Empire. The priests in particuler seem to wish for it, as they may then fexpect more numerous caravans of pilgrims in the spring, and richer presents from the new dynasty.

[From the Courier and Enquirer.] e have received LATEST FROM BURNOS AYRES .--W by the brig Erie, Capt. Penniger, a file of the Gaceta Mercantil of 14th Feb., and the British Packet of the 9th. We have already laid before the public the particulars of the taking possession of the Falkland Islands by the British. It appears that the excitement which this event produced among the people of Buenos Ayres had in a measure subsided.

BURNOS AYRES, Feb. 9 .-- We feel considerable pleasure in having this week to notice an abatement in the excited feelings respecting the late late event at the Falkland Islands. It is now a question left for the discussion of the respective governments. In the first moments of effervescence, it was natural to suppose some ebullition would take place, but we never for one instance thought that insult or molestation would be offered to British residents for the political acts of their government, and we rejoice to find that our opinion thereon has been fully con-

SUMMARY.

Mr. Audubon returned to this City yesterday. From him we learn, and it affords us pleasure to state the fact, that within the last six months more than fifty subscribers have been added to his list, for his great American Work on Ornithology. These at \$800 each, make the sum of \$40,000.—[Philad. Com.

We would call the attention of our readers to the prospectus which appears in our columns, for the opening of a female Seminary in this village on the first of May next, under the immediate charge of Miss A. Riley, and the general superintendence of the Rev. Reuben Sherwood. The project is one which cannot fail to meet the approbation of exery individual of this community, to whom the prosperity of this rapidly growing settlement is a matter of interest. Institutions of the character intended to be maintained in the one in question, have a bearing and importance beyond the immediate accomodation and advantages accruing to the limited number in the neighborhood who may have occasion to avail themselves thereof. They give a general tone and character to the manners and morals of the place, and in that view alone are entitled to the zealous co-operation and support of every respectable resident. It will be seen by reference to the prospectus, that the terms are sufficiently moderate to afford a very general access to this establishment No similar institution, we venture to say, combining so many advan-tages of location with so high an order of tuition, will be found as reasonable in the respective char-

ges.

We know of no location offering greater advantages for the establishment of an Academy for boys, and have no hesitation in saying, that should one be organized. ized upon a proper basis, it might be rendered profita-ble to all parties concerned. We trust that amidst ble to all parties concerned. We trust that amidst the multitude of improvements in agitation, we may shortly hear of a Seminary for boys becoming a prominent one.--[Ulster Star.]

[From the Baltimore Patriot, of Tuesday evening.] Great Fire.—An endorsement on the Western Mail way-bill, dated Hagerstown, April 15, says— "THE TOWN OF CUMBERLAND IS BURNT." Cumberland is situated in Alleghany county, (Md.) on the Potomac River, and about 130 miles from Baltimore. The conflagration it is presumed cannot have been so extensive as the endorsement implies—the town being nearly equally divided by a broad stream. The ravages at the worst, it is probable, have not extended beyond one or the other side of this natural division. The eastern side is the most compactly built, and being chiefly of wood, would suffer most severely from such a calamity.

[From the Philadelphia Chronicle.] Mr James Page, we understand, is appointed Post Master in this city; with directions to supersede Mr. Sergeant on the first of May.

FROM MATANEAS. -- We learn from Capt. Staples of the brig Haiti, from Matanzas, that the Cholera was raging very badly at Matanzas when he left, 5th April, from 200 to 250 dying of a day. The Governor had issued a proclamation, forbidding any of the launches or boats manned by the negroes of the place from doing any work; and also forbidding the blacks from coming from the interior during the provalence of the cholers there—it had got among the shipping, but very few had died-business very dull.

to the memory of the Mother of Washington, near this place, will be laid on Tuesday the 7th day of May next. -The President of the United States will be present to perform the chief ceremony. Accompanied by some of the Heads of Departments, he will May. The necessary arrangements for the occasion will no doubt be made known in due time.—[Fredericksburg Herald.]

Capt. Back and his associates arrived at Montreal on Tuesday last, where he intends to remain until the Lakes are sufficiently open to admit of a passage and in the mean time, he will make arrangements for engaging thirteen Canadians, equal to the important task this expedition requires. In a note to the Editor of the Herald, in reference to the attentions paid him in this city, and the notice we took of his departure hence, he says-" Nothing would be more agreeable to me than to acquiesce with your wishes, and endeavor to express the deep sense of gratifica-tion which I shall always feel for the warm and enthusiastic reception that awaited the arrival of my little party at New York. Many were the letters also directed to me from different parts of the Union, expressive of the interest which the writers took in the fate of the expedition; nor can I forbear mention-ing the very spirited and handsome conduct on the part of the Directors of the Hudson River Steamboat Association, who tendered the Ohio for our convey. ance to Albany."
The Herald adds-

-" we have seldom been so wrought upon by such acts, so honorable to human nature, so happily influential upon all that contributes to the welfare of the human family. May the reception of this band in New York, so delightful, so animating, be the forerunner of final success in their he-roic undertaking. They have brought with them, we doubt not, the prayers and good wishes of our countrymen and enlightened Europe; they have received those of the United States, waiting them on to their destined object; and shall not we unite, who are al-most at the last stage of civilization where they repose, in aiding and encouraging them in their noble purguit ?

CITY HALL, Saturday, March 6.

Special Meeting of the Board of Health.

His Honor the Mayor in the Chair.

The Chairman stated that the meeting had been called, for the purpose of presenting to the Physicians of the Second Ward, the pieces of Plate which had been voted to them by a resolution passed the 22d December, 1833, in testimony of the high respect entertained by the Board, for the liberality and bene volence displayed by those gentlemen, in their gra-tuitous attendance on the poor of that Ward, during the prevalence of the Cholera.

The names of the Gentlemen are

Doctor Jacob F. Gliford

" Lynde C. Ferris

" C. F. Wilcoxson

" J. C. Wright. Doctor Thomas Cock " E. Mead " E. Mead " Lynde C. Ferris " C.F. Wilcoxson " N. Edson Sheldon " J. C. Wright. " J. C. Wright. " Dne of the number, Doctor Gerardus A. Cooper.

fell a victim to the cholera during the gratuitous exercise of his service as Physician.

The silver vases, which were elegantly finished,

were prepared by Mr. William Gale, an artist of the Second Ward. Those presented to the physicians bore the following inscription:

"Presented by the Board of Health to professional services gratuitously rendered to the poor of the Second Ward during the prevalence of the cholera, A. D. 1832."

Two smaller vases were likewise presented to Master Edward Bruce, and Miss Catharine Cooper, the children of the late Doctor Cooper.

A dreadful accident occurred at Bedford on Thurs. day last, when a man of the name of Macintosh lost his life when engaged in clearing his farm. He had succeeded in cutting a very large tree, and while falling it unfortunately struck another, which broke and striking him on his head, instantly deprived him of life. It is a singular circumstance that his wife, as if with a presentiment of some such accident, cautioned him against going to the woods, that day; but under the excuse of clearing the barn, he left his house and having subsequently commenced the felling of a tree, the catastrophe occurred, and deprived a wife of an industrious husband, and a large family of a kind and generous parent.-[Montreal Gaz.]

MELANCHOLY SHIPWRECK.—The schooner Elizabeth, of Bordontown, (N. J.) Douglass, master, from Plymouth, (N. C.) with a cargo of staves and shin-gles, bound to Kingston, (Jam.) sailed from the for-mer place on the 7th of March, and from Ocracock on the 18th, and on the 16th following, sprung a leak, FOURTEEN THOUSAND SIX HUNDRED AND SIXTY FOUR.

The corner stone of the Monument to be erected | and immediately filled with water. On the next day, her foremast was carried away. The crew, with the exception of Thos. Bozman, mate, who was drowned. Nathan Phelps, and Samuel M'Carty, seamen, who perished for want of water, were taken off the wreck ten days after, (during which time they had nothing to subsist on but a few potatoes) by Captain Harding, of schr. Banner, from Plymouth, bound to Kingston, (Jam.) who transferred them, on the 31st. in lat. 26, lon. 69, to the schr. Jason, Duncan, of and for Folly Landing, from St. Thomas, which put into Hampton Roads yesterday, for the purpose of landing them. The surviving crew lost every thing but the clothes which they had on. Mr. every thing but the clothes which they had on. Mr. Bozman and Mr. Phelps belonged to Plymouth (N. C.) and McCarty to Baltimore. Captain Douglass takes this opportunity, in behalf of himself and surviving crew, to return thanks to the above named gentlemen, for their kind attentions to them.—[Noriolk Horald] Herald.]
New Obleans, March 28.-

-The steamer Reaper. Capt. Harrison, which left here for Pittsburgh en Tuesday evening, was snagged about 8 o'clock last night near Lafourche, and sunk instantaneously.

We have understood from one of the passengers that nothing was saved, and that several lives were lost. [Louisville Courier.]

BURNING OF THE TREASURY BUILDING .- The Globe of yesterday publishes the official report to the President of the investigation of this occurrence. signed by Secretaries Livingston, McLane and Cass, (Mr. Woodbury being absent in the execution, according to the report, of "some official duties,") by the Attorney General Taney, and the Postmaster General Barry. Chief Justice Cranch presided at the investigation.

The report and documents are too long to re-publish, and are moreover of no general interest. The result of the inquiry is given in these words—"We have endeavored in vain to trace the origin of the fire, and are unable to impute it to any particular cause."
Respecting the papers destroyed, although it cannot be settled "with precision" what they are, the report says—"We believe very few papers have been lost, that are of much importance to the government or to individuals, and that the great mass of the most valuable books and papers have been saved."

CHARLESTON, S. C. April 8 .- Important Decision. —The Appeal Court this morning reversed the deci-sion of Judge Bay in Chambers, made in the case of George Granstein, that an Alien on application for Citizenship is bound to take an oath of Allegiance to the State, in addition to the oath required by Act of Congress.-[Patriot.]

MOBILE. March 29 .- The Freshet .- We have heard from a gentleman of respectability who came down the Tombigbee yesterday, in the Hunter, of the distressing particulars of the almost unparalleled rise of that river. At Demopolis, the rise is said to be not less than 60 or 70 feet. It has every where overflowed its banks on one or both sides, some places spread out to a sheet of 5 or 6 miles in width, looking as it was expressed, "like a sea." The plantatious are of course inundated, and in several instances, our informant saw people white and black, and of all ages on the roofs of their buildings! which were apparently on the point of being borne away by the overwhelming, and still increasing flood. Great numbers of drowned cattle were seen, and many others struggling in the last effort of self preservation, unable to reach the shore, which some-times receded by rapid stages. It was not stated that any human lives had been lost, but the loss in buildinge and live stock must be great.

We learn from a gentleman direct from the interi-

or, that the Alabama River has risen to a height greater than it has attained in many years. At Caha-ba, the water was on a level with the floor of the State House, and it was supposed the term of the Circuit Court would fail in consequence. The dam. age to the plantations on the rivers must be immense.

Shipwreck.—The ship Anacreon, Capt. White, from Liverpool, (sailed about the 24th Feb.) bound to City Point, with a cargo of Dry Goods, Sait, Iron, &c. went ashore on Hog Island, on Thursday night last. Capt. White had two vessels along side for the purpose of taking out the cargo.—the vessel will be lost.——[Norfolk Herald.]

FROM HAVANA.-Captain Chamberlin, of the brig Franklin, in ten days from Havana, reports that when he sailed, the cholera had a good deal abated. The deaths were supposed to be about one hundred and fifty a day. The official reports for the city and suburbs, made the whole number of deaths by Cholera, The official reports for the city and su.

. Digitized by GOOGLE

THE NORTH RIVER STRAMBOAT ASSOCIATION STOLL about to render the travelling on the Hudson most convenient. In addition to a morning and evening boat daily, there is, we understand, to be a third boat, leaving this city and Albany every day at 16 or 11 mediate one on the river, will have three daily opportunities of intercommunication during the season of navigation. The price fixed, of three dollars for the whole distance, (meals being paid extra) every one will admit to be reasonable. The Albany, under her old and well known and esteemed commander, Jenkins, is now a magnificent boat indeed, and very fast. Forty-five feet have been added to her length, and in the distribution and decorations of the cabins convenience and good taste have been alike consulted. We have as yet only been on board of one other boat of this extensive line, the Constitution, and there, we think, a little brushing up, as to the fare of the table, and the costume of the waiters-who should not be permitted to move about the cabins in shirt sleeves—is needed.

CHOLERA AT HAVANA .-- Mr. Erben of this city, who returned recently from Havana, furnished us with the following official list of interments in the Roman Catholic burial ground, up to the 25th March, received from the hands of the Governor's Secretary at

White. Black.	White. Black.
Feb98109737	March133181190
March. 1 89735	14 41 96 127
2 51621	1535139174
3134356	1639131170
4144054	1730132162
53764101	1847925272
6135965	1941194935
79491115	
8 . 94 65 89	2194211235
94264106	
104392134	2360254314
1132117149	
193890198	
13	
Total	876 3107 3983

There are five other burial grounds, where no accounts are kept; but the number supposed to have been interred is between 2 and 3000. The death of Vaughan, dated London, 16th January,... I have just Mr. Shaler and of the Bishop of Havana were calculated to shed deep gloom on the city.

LATE AND IMPORTANT FROM HAVANA-Cholera sul eided.-The brig Whim, Capt. Hatch, arrived here on Sunday last in 9 days from Havana, having sailed on the 4th inst. at which time the Cholera had entirely subsided and business had assumed its usual activity. The death of our Consul. Mr. Shaler, is confirmed. Mr. Cleaveland was acting as Consul.

The President has recognized Andreas Anton Melly as Consul of the King of Saxony for the Port of New-York.

[From the Boston Globe of Friday.] THE SRIP HELLESPONT .- The safety of this vessel for which so much interest has been excited, is at length ascertained. The first favorable news on the subject was brought to Baltimore by the brig George and Henry, from Rio Janeiro. She reported the arrival there of a vessel from Boston on the 10th of February, after a short passage, but did not learn her name. It was presumed to be the Hellespont, as no other vessel from this port was expected to be

there at that time.

We are now happy to state, that letters were received here last night which dispel all remaining doubt on the subject. Benj. T. Reed, Esq. owner of the Hellespont, received last evening a letter from Capt Wm. Henry, master, via Baltimore, dated Rio Janeiro, Eeb. 10, 1833, in which he says, "I arrived at this place in the short and pleasant passage of forty four days--all well. The ship proves every thing I expected.

Another Melancholy Shipwreck.—The Schooner which was sunk below the Light Boat, in the heavy gale on Sunday night last, was the Friends, Capt. Anderson, from Newport's News, with a cargo of Sand for the Dry Dock. All on board (four in number) went down with the vessel. She lies in about 11 fothoms water. The schooner belonged to Capt. Freeman of Portsmouth.-[Norfolk Herald.]

The number of letters from foreign countries re ceived at the Post Office in this city during the last two days, is upwards of ten thousand.

early this season, and present appearances indicate extended and successful operations. Our streets seldom, if ever, so early in the spring, have presented such bustle and cheering activity. The whole bust-ness community of the west, already appears to be in o'clock, so that each of these places, and every inter- motion, and throngs of the enterprising merchants and traders of the interior of our state are constantly arriving, and opening the business campaign with us, or passing through, to take a look at the "world," that lies one hundred and fifty miles south. As the canal is not yet navigable, large quantities of merchandise. for the last ten days or two weeks, have taken their departure for the west by the way of the rail-road, which, incomplete and imperfect as its arrangements for the transportation of freight, at present, necessarily are, has enabled the merchants of Schenecteday and the neighbouring country, to get up their goods at infinitely less trouble and inconvenience than usual. One of the locomotives took over at one load, last week, about fifteen tons. The number of passengers that have passed over the road for the last two weeks, must have been very great. Who can fail to see the advantages to the whole state, of continuing this road from Schenectaday to Utica? And if a private company is willing and desirous to undertake it, we hope the legislature will not refuse them a liberal charter. -[Albany paper, April 11th.]

> Mr. HASLER'S Report on Weights and Measures seems to have attracted more attention in Eng. land, even than at home. We published some days ago a letter from a distinguished English Hydrographer, in relation to it. We have just seen the following additional evidence of the esteem in which the work is held in England. It may be well to add that some few copies of it are for sale at Messrs. Carvill's, in Broadway.

Extract of a letter from Mr. Wm. Vaughan, of London, dated 17th January, 1833, to a gentleman in Philadelphia.

"I enclose a copy of a letter from my friend. Mr Francis Bailey, one of the most active members of the Astronomical Society of London, requesting the purchase of a number of copies of our friend Mr. Hassler's Report to Congress, on Weights and Mea-

"Extract from Mr. Francis Bailey's letter to W seen a very valuable pamphlet which you were good euough to forward from America to the Astronomical Society, written by Mr. Hassler, on the Comparison of Weights and Measures. I have read it more than once, and am sorry that we are not likely to have more copies of it circulated in this country, than ap pear to have been sent over ; for I find it is an official document, and therefore probably not for sale.

'Should you be able to procure me any reasonable number of copies, I shall be most happy to defray cost and expense, and should at the same time consider myself much obliged, as would the several parties to whom I should distribute the same.

-The ship Anacreon, Capt. White from Liverpool, (sailed about the 24th Feb.) bound to City Point, with a cargo of Dry Goods, Sait, Iron, &c. went ashore on Hog Island, on Thursday night last. Capt. White had two vessels along side for the purpose of taking out the cargo—the vessel will be lost.——[Norfolk Herald.]

Centegenerian Pensioner .--There is in Washing ton a man by the name of Andrew Wallace, applying for an increase of pension, his present allowance from Congress amounting to only 26 cents per diem. He is 103 years of age, having been born in Inver-ness, Scotland, March 14, 1730, and arrived in Americe in 1752, and his present residence is in Chester county, Pa. He retains a fine intelligent counte nance and full possession of his faculties, though his body continually shakes from paralysis. He was a soldier at the battle of Culloden, Scotland, on the side of the Stuarts. He was after his arrival in this country, appointed an orderly sergeant, above which post he never rose, and fought both in that war, and in several battles of the revolution. He was engaged in the battle of the Iron Hills, under Col. Wayne, and the battle of Brandywine, where he aided in bearing Gen. Lafayette off the field when wounded. He was in the Mohawk war in 1785, and in the Indian war of 1791, and was in the terrible slaughter, called St. Clair's defeat, in which he was wounded in the right arm by a ball. His arm was so injured that it has never since been straight. He nevertheless remainded in the army and was in the battle fought by trict of Indiana, in the place of Samuel Judah, rewayne with the Indians in 1794. He afterwards moved.

Our City.—Business has commenced unusually | verved five years in the 3d U. S. Sub. Legion, under Capt. Pike, the father of the late Gen. Pike. the Legion was dissolved, he fell into the 2d Regiment of Capt. Schuyler's company, and was at last marched to New Orleans in 1812 in the regiment commanded by Col. Thomas Cushing, and was finally discharged in 1813, at the age of eighty three, by Gen. Wade Hampton, on account of disability. He is poor-has a wife and two children-the youngest about 15 years of age.

Movement of Troops.—It is rumored that eight companies of the U. S. Troops at Charleston, (S. C.) are to return immediately to Fortress Monroe, and that three of the Companies now stationed at the Fortress, are to be transferred to New London and one to New York.—[Norfolk Beacon.]

Three Companies U. S. Troops left the Arsenal at

Augusta, on the 28th ult. for Fort Mitchell.

APPOINTMENT BY THE PRESIDENT .-- Arthur Middieton, Jr. of South Carolina, to be Secretary of the Legation of the United States at Madrid, in the place of Charles S. Walsh, removed.

PHILADELPHIA, April 9.—The good ship Walter now below at this port, sailed from Baltimore on the 1st of May last—floated off to Liverpool—discharged her cargo-took in another, and proceeded to Canton, (China) unloaded and loaded again,—and then bustled back to Philadelphia, in the short period of eleven months and seven days! If any sister craft can outjump the Walter—whether in the port of the empire city, or in any of the harbors along shore, even to the regions of Cape Cod, and parts adjacent, it would be well to have it known.

We may add, in passing, that the Walter is the same ship which, some two or three years ago, made the passage from Liverpool to New York, in fifteen days, only one days excess over a fortnight, between the Mersey and the Hudson !—[Phil. Gaz.]

A lad was accidentally killed at Cambridgeport on Sunday afternoon, while playing with other boys on the gravel cars of the Lowell Railroad. One of his companions upset one of the cars, and threw him on the ground with so much force, as to cause almost instant death.

Power Wheel Grindstones .- Several melancholy accidents have recently occurred by reason of the separation of large grindstones, while revolving ra-pidly by means of powerful machinery. In Oxford, in this State, a man was killed instantly by one of these dangerous machines. It is stated, that the stone weighed nearly two tons, that it was six feet in diameter; and was, at the time of the accident, making 300 revolutions in a minute. Every one acquainted with centrifugal forces, will perceive the immense tendency of the parts to separate in such a The centrifugal force of bodies, is the tendenoy of their particles to fly off from the circle of the revolving bodies in tangents, or straight lines touching their outward circles. The tendency to fly off is, in a degree, proportioned to their velocity. A stone of 6 feet diameter would give a circumference of nearly 18 feet. Such a stone, revolving at the rate of 300 times in a minute, would cause the parti cles on the outer surface to move with the enormous velocity of 5400 feet, or more than a mile in a

The tendency therefore of every particle of matter of which the circumference of such a stone was composed, to fly off, would be at the rate of more than a mile in a minute. As the particles of the stone were situated towards its centre, the tendency to fly off in tangents, would of course be diminished, but they would still have more or less tendency from the cen-tre. Hence is the great danger: and if there is any flaw in the stone, it will sooner or later burst asun-The person who der with tremendous violence. lately suffered in Oxford, was in the act of grinding a scythe. One fragment of the stone, weighing about 800 pounds, flew upward, killed the man, and broke through the floor over his head, and ledged in the second story. The man was mangled in a shocking manner. Such instruments are too dangerous for common use.—[Boston Centinel.]

Sailing of the Second Whale Ship .- The Siroc, the second ship fitted out by the Poughkeepsie Wha ling Co. sailed from this place early yesterday morning with a fine northerly breeze, and intended voyage. The Siroc is a fine ship of 370 tons burthen, and is fitted for the Brazil Banks, in pursuit of the Black Whale. My prosperous ales and good luck attend her.—[Poushkeev: 1.]

Appointment by the Product. T. A. Howard, of

POETRY.

Drinking Song of the Men of Basic.—[Close by the city of Basic is the field of St. James, where, in the year 1444, a sanguinary battle was feught between 1600 Swiss and 30,000 French! It lasted ten hours, the French being led by the Dauphin, afterwards Louis XI. The Swiss were not so much vanquished as they were tired with fighting, and exhaus 1600 only 16 survived, who brought the news of the battle to Basle. The French lost 6000 men. On this spot grows a red wine which is called, from this memorable circumstance, "the blood of the Swiss."

Drink! drink!—the red, red wine That in the goblet glows, Is hallow'd by the blood that stained The ground whereon it grows! Drink! drink!—there's heath and joy In its feam to the free and brave; But 'twould blister up like the elk-king's cup, The pale lip of the slave! The pale lip of the suive:
Drink! drink! and as your hearts
Are warmed by its ruddy tide,
Swear to live as your Fathers lived,
Or die as your Fathers died!
[Lays and Legends of the Rhine

[FOR THE NEW-YORK AMERICAN.] DEPRNDENCE

DEPENDENCE.

How good and pleasant 'tis to be Subjected to another's whim!

To eat and drink, to hear and see, And breathe, as pleaseth him!

To tread the daily mill horse roun Of anxious still-recurring care;

To labor, as-like, burthen bound,

Receiving asses' fare.

To stop and go, to rest and run Obedient to a master hand; To sleep and wake, as doth the sun, Controlled by fixed command.

Te waste, in base earth-tending toil, The vigor of immortal mind, And slave-like to the sordid soil The lofty soul to bind.

From forth her chambers in the brain To summon Fancy, fair and free,— Then yield her up, with all her train, To stern Necessity.

To quell, at want's unceasing call, Each glorious impulse of the hes And, for the MEANS of life, bid all The life of life depart! J. C. S.

STANZAS.

"Born in a world where flowers of fairest hue First fade away; Herself a rose, she lived, as roses do, But for a day."

But for a day."

And thus, belov'd and cherish'd one, didst thou,
In thy young years, and thy bright visioned dreams
Fade from this earth of flewors and moonlight stree
As stars fade from the sky, when morning's hrow
O'er all the world in devry glory gleams.
Yes: 'n thy happiest years, when thou didst cling
With all of nature's fundness to this earth,
Thy sinkess spirit reared its undimm'd wing,
And sought the home of its immortal birth.

And sought the home of its immortal birth.

And was it strange that many tears were shed,
When lowly bending o'er thy couch of death,
We saw thee yield serenely up thy breath,
And feit the withering knowledge thou wert dead.
Thou wert too spiritual long to remain
Annid the darkness of this shadow'd earth;
Thy spirit loved a loftler, holier strain,
Than that which echoed in the howers of mirth;
Then not in vain were all our tears;—we felt
Thou wert far happier in thy quiet grave,
Than if before earth's shrine thou fondly knelt,
And yielded up thy heart its fetter'd slave.
The morning smiles; and yet thy riadsome wrice

And yielded up thy heart its fotter'd slave.
The morning smiles; and yet thy gladsome voice
Comes not to bid us welcome that lov'd hour,
When Nature's minstreis gratefully rejoice,
And tune their harps within their leafy hower,
And when the sunlight gleams upon the brightened earth,
And all is beautiful beneath the sky,
We miss the brightness of thy gladdening eye;
And dark to us is earth's most sunny hour,
And to are are shed within the lonely hower,
Where thou didst wreathe the spell of melody and mirth.
And when the twilligh hour is noflusing over wer, beened earth,

Where thou didst wreathe the spell of melody And when the twilight hour is softening o'er. The faded glory of the sunset sky, Its soft and shadowy spirit doth restore. Thy starry image to the dreamy eye; And in the depths of memory are stirr'd, The thoughts that there in broken visions it And in the ear a mournful song is heard, Lamenting that the loved so early die; That over all that's beautiful and young, Too oft a withering destiny is flung.

Take over an inar's seaming and young,
Too oft a withering destray is flung.
Yes! thus it is with earth;—but oh! my soul,
There is a hope that Heaven hath given to thee,
O'et which a darkened earth hath no control,
For it shall blossom in eternity;
When time hath passed and every heart is hushed,
That hope shall live, undying and uncrushed;
Through everlasting ages it shall shine.
With glery uncreated and divine.
Farewell! beloved one;—I would that thou
Hadst lived to heal a crushed and broken heart,
To scatter sunshine o'er a darkened brow,
And to a mournful eye bright smiles impart,—
But thee art gone!—and oh! I would not break
The spell that binds thes with eternity;
I would not that thy spirit should swake,
From its bright dream of immortality;
Fer thee art with the happy and the blest,
And I would not disturb thy glorious rest.

H. G. P.



MECHANICS' MAGAZINE,

AND

Register of Inventions and Improvements.

Register of Inventions and Improvements.

To the Mechanics of the United States.—In this populous and enlightened country, almost every description of persons can obtain knowledge and amusement, connected with their peculiar pursuits, through the Medium of the Journal or Magazine especially devoted to their interests. The Theologian, the Farmer, the Philosopher, the Sportsman, and even the Plough-Boy, has each his journal, where he can find a record of the passing events of the day, connected with his peculiar avocations, and recreation. Hitherto, the Mechanics (who form a large and most important portion of the community) have had no Journal to which they could turn, with thecertainty of finding that information they desire—no periodical, of which they could with confidence say,

"This is ours, and fore us,"

"This is ours, and for us."

"This is ours, and for us."

In the hope that the attempt to supply such a want, at a price so reasonable as to be within the reach of all, will meet with your active support, the subscriber proposes to publish on the first day of each month a "Meckanscs' Magazine." It will contain a well digested selection of the most useful and interesting articles from the London Mechanics' Magazine, London Register of Arts and Sciences, Repertory of Inventions, Library of Useful Knowledge, Journal of the Franklin Institute, and other works connected with the Arts and Manufactures published in this country and in Europe, accompanied with numerous well executed engravings. Its pages will be open for the communications of all, and especially for those of the Practical Artisan, to whose interests it will be more particularly devoted.

The "Meckanics' Magazine" will contain also a discontinuation of the process of the contains and the supplementary will contain also a discontinuation.

The "Mechanics' Magazine" will contain also a portion of the occurrences of the month, Scientific and Lit

portion of the occurrences of the month, Scientific and Liserary, Reviews of Books, Anecdotes, Economical Receipts, Reports of the state of Mechanics' Institutions, and other Scientific Societies in this and other countries.

37 In order that the work might be produced to the entire satisfaction of those for whom it is designed, and with credit to myself, I have secured the aid of a gentleman who was for several years engaged in publishing the London Mechanics' Magazine—a work of great merit and extension, and which Dr. Berkbeck, the President of the London Mechanics' Institution pronounced as the most valuable gift the hand of science ever offered to the Artizan Each succeeding number will contain 64 pages, handsome ly printed, and attached in a neat cover. Six numbers will form a volume, for which an Index and Title-page will be supplied, and also a Portrait of some distinguished Mechanic, as a Frontispiece.

Terms, \$3 per annum, is advance.

Terms, \$3 per annum, is advance.
D. K. MINOR, 35 Wall street, Now-York.
\$5 No. 3, for March, is ready for delivery.

WANTED,
13-300 MEN, and 100 HORSES and CARTS, to work
on the Troy and Bennington M'Adam Turnpike. Apply to
WALLACE & ANTHONY, 36 North
Second street. Troy.

FGRACIE, PRIME & CO., offer for sale, at 26

ad street— 4 cases Gum Arabic 8 casks French Madder, ESFF 4 cases Gum Arabic
8 casks French Madder, ESFF
2 do. do. do. SFF
30 de. Danish Smalts, EFFF
10 do. Saxon do.
800 bags Saitpeure
983 do. Sicily Sumac
44 baies let quality Italian Hemp
240 do. 2d do. do. do.
2 do. Gall Nuts; 30 tons Old Lead
100 do. Triesto Rags, FF; 6 do. Saw Gin'd Sea Island do.
20 do. each 200; gross Veives Bottle Corks
6 boxes each 20 lbs. Tartaric Acid
6 do. each 201b. To do.
1 case 80 bottles Syrop de Vinaigre
10 cases White Hermitage; 20 do. Cotle Ratie
10 do. Dry St. Feray; 50 do. Bordeaux Grave
20 de Chateau Grille; 31 packs each 100 Goat Skins
4 packs do small do; 36 cases each 12 bottles Olives in Oil.
ALSO,
DRY GOODS—English, German, and Italian, for sale by the package;

Belling Scasses new styles, light and dark grounds

RY GOODS—Englien, Ostiment, and dark grounds
package:

Prints—25 cases new styles, light and dark grounds
Merinos—30 cases light and dark colors, 3—1 and 6—4 wid
Circassians—10 do. light and dark colors, assorted
Quiltings—4 do. White Diamond Quiltings
Dimities—6 do. Garment and Furniture Dimities
Sattsens—10 do super white Sattsens, ent. to deb.
Shirtings—1000 pieces 33 inch English brown do. do.
120 pieces 36 inch very fine English, for city trade
Lustrings—9 cases super jet black Italian Lustrings, an
36 and 38 inch Gentlemen's Cravats.

ALSO,

36 and 38 inch Gentlemen's Cravats.

ALSO,
Chinese Colored Paper—for Labels. Perfumery, &c.
5 cases such 1800 Sheets Colored Paper
2 do do do do superfine
3 do do do fig. do do
3 do do do plain Silver do
2 do do do Silver do with red figures
4 do do de Silver do With red figures
5 do do do Red do Gold do
6 do White do Silver (o

For sale by GRACIE, PRIME & CO. 22 Broad street.

TAOWHEEMD & DURFEE, of Palmyra, Menufacturer of Raticood Rope, having removed their establishmant to Hudson, under the pame of Durfee & May, offer to
supply Rope of any required length (without splice) for inelined planes of Raticoods at the shortest notice, and deliver
them in any of the principal cities in the United States. As to
the quality of Rope, the public are referred to J. B. Jervis, Eng.
M. & H. R., R. Co., Albany; or James Archibaki, Engineer
Hudson and Delaware Canal and Raticoad Company, Carbondale, Luzerne county, Tennaylyrania.
Hudson, Columbia county, New-York,
January 29, 1833.
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PATENT RAILBOAD, SHIP AND BOAT

PATENT RAILBOAD, SHIP AND BOAT

SPIKES.

The Troy Iron and Nail Factory keep constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 16 inches. manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

Railroad Companies may be supplied with Spikes having countersink heads suitable to the holes in iron rails, to any amount and on short notice. Almost all the Railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

L'all orders directed to the Agent, Troy, N. T., will be punctually attended to.

HENRY BURDEN, Agent Troy, N. Y. July, 1831.

Bpikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal iron Merchanis in Albany and Troy; J. I. Brower, 222 Water street, New York; A. M. Jones, Philadelphia; T. Janviers, Baitimore; Degrand & Smith Remain.

P. S.—Railroad Companies would do well to forward their exters as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

SURVEYORS' INSTRUMENTS.
compasses of various sizes and of superior quality.

warranted.
Leveling Instruments, large and small sizes, with high magnifying powers with glasses made by Troughton, together with a large assortment of Engineering Instruments, manufactured and sold by E. & G. W. BLUNT, 164 Water street, J31 62

ENGINEERING AND SURVEYING
INSTRUMENTS.

INSTRUMENTS.

The subscriber manufactures all kinds of Instruments in his profession, warranted squal, if not superior, in principles of construction and workmanship to any imported or manufactured in the United States; several of which are entirely new: among which are an Improved Compaes, with a Telescope attached, by which angles can be taken with or without the use of the needle, with perfect accuracy—also, a Railroad Goulometer, with the United States, with a Goulometer attached, particularly alspied to Railroad purposes.

Mathematical Instrument Maker, No. 9 Dock street, Philadelphia.

The following recommendations are respectfully submitted

The following recommendations are respectfully submitted to Engineers, Surveyors, and others interested.

to Engineers, Surveyors, and others interested.

Bakimore, 1832.

In reply to thy inquiries respecting the instruments manufactured by thee, now in use or the Bakimore and Ohio Raifroad. I cheerfully furnish thee with the following information. The whols number of Levels now in presession of the department of construction of thy make is seven. The whole number of the 'Improved Compass' is eight. These are all exclusive of the number in the service of the Engineer and Graduation Department.

Both Levels and Compasses are in good repair. They have in fact needed but little repairs, except from accidents to which all instruments of the kind are liable

I have found that thy patterns for the levels and compasses have been preferred by my assistants generally, to any others in use, and the Improved Compass is superior to any other decription of Gonlometer that we have yet tried in laying the rails on this Road.

cription of Goalemeter that we have yet the unit in this Road.

This instrument, more recently improved with a reversing talescope, in place of the vane sights, leaves the engineer scarcely any thing to desire in the formation or convenience of the Compass. It is indeed the most completely adapted to laterial angles of any simple and cheap instrument that I have yet seen, and I cannot but believe it will be preferred to all others now in use for laying of rails—and in fact, when known, I think it will be as highly appreciated for common surveying.

Respectivity thy friend,

JAMES P. STABLEE, Superintendant of Construction of Bailtimore and Ohio Railroad.

Philadelphia, February, 1833.

Philadelphia, February, 1833.

Having for the last two years made constant use of Mr. Young's "Patent Improved Compase," I can safely say I be lieve it to be much superior to any other instrument of the kind, now in use, and as such most cheerfully recommend it to Eagineers and Surveyors.

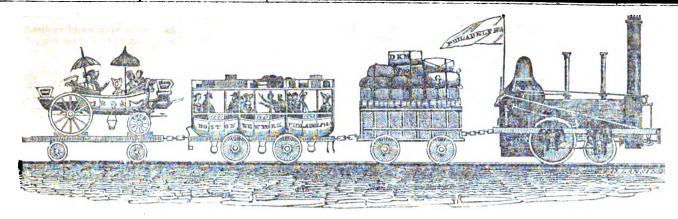
E. H. GILL, Civit Engineer.

For a year part I have used instruments made by Mr. W. J.
For a year part I have used instruments made by Mr. W. J.
Theodolite with the common Level.
I consider these instruments admirably calculated for laying out Railroads, and can recommend them to the notice of Engineers as preferable to any others for that purpose.

HENRY R. CAMPBELL, CER. Philad.,
ml 1y

Germant, and Norriet. Bailroad

POPULATION OF THE UNITED STATES. FROM A CORRESPONDENT OF THE NATIONAL INTELLIGENCER.		CW-YORK PRICES CURREN	
North of Potomac and Ohio. South of Potomac and Ohio. 1790 White 2,155,835 1,016,639	ASHES—	Rye Flour ori \$ 75 a \$ \$71	PROVISIONS—
Slaves 147,293 { 186,344 556,604 } 571,019 Free colored 39,051 } 186,344 20,415 } 571,019	Pot, let sort 1832-100 lbs 4 30 a — Pearldo 4 56 a 4 60	Indian Meaido 3 87 a 4 00 Dohhd — a 17 00	Beef, Mossbri 8 75 & 9 50 Do. Primedo 8 50 & 5 75
Total, 2,342,179 1,587,648	BEESWAX— Whitelb 38 a 36	FRUIT— Raisins, Mulagacask 6 50 a 6 75	Do. Cargodo 4 60 a 4 75 Butter, N. Y. Dairyib 16 a 36
1900 White 9.877.643 1.426.846	Yellowdo 19 a 20	Do. bloom tox 1 65 a 1 871	Do. Shippingdo 12 a 14
Slaves 150,978 226,771 742,063 774,667 Free colored 75,793 226,771 32,604 774,667	BREAD	Do. muscateldo 2 00 a 2 06 Do. bunchdo 2 06 a 2 28	Hog's Lard
Total, 3,104,414 2.201,513	Pilot	Do. Smyrnaib 3 a 5 Currants, Zantedo 3 a 5	Pork, Messdo 12 50 a 14 25 Do. Primedo 10 75 a 11 25
1810 White 3,977,023 1,884,991	BRISTLES	Almonds, soft sirelldo 1 t a 12g Do. shelleddo — a 20	Cheese, Americanib of a 9
Slaves 151,595 (279,995 1.039,769 1.097,815 58,046	Do. commondo 90 a 86	Figs. Smyrnado 34 a 64 Filbertsdo 3 a 4	Hime, Virginiado 9 a 10 Do. Northerndo 84 a 19
Total, 4,257,018 2,982,796	CANDLES-	Prunes, Bordeaux do 18 & 20	RAGS-
1000 Million 5 496 797 9 499 892	Mould, tallowlb 12 & 13 Dippeddo 104 & 113	Famarindsdo 8 a 4	Foreigndo 2 a 8 Countrydo 3 a 5
Blaves 138,917 295,301 1,399,321 1,476,961 Free colored 156,484 295,301 77,040 { 1,476,961	Spermdo 38 & 84 CLOVERSEEDlb 12 & 134	Wheat, North rivbshl — a — Do. Geneseedo — a —	RICE100 ib 2 75 a 2 25 SALT-
Total, 5,739,038 3,906,993	COAL- Liverpool chaldron 9 60 a 9 50	Do. Virginiado 1 15 a 1 18 Do. N.Carolinado 1 12 a —	Turk's Islandbeh! 42 a — isic of Maydo 46 a —
1830 White 7.349.334 3.188.044	3coichdo 7 50 4 8 00	Rye, Northerndo 80 a 82	St. Ubcs
Slaves 134,945 341,836 1,874,098 119,768 119,768	Albino - a 9 00	Corn, Yellow, North.do 73 a 78 Do. White, L. L. N.J a -	Cadizdo — a 40 Lisbondo 40 a
Total, 7,691,170 5,174,850	Virginiado 8 00 a 9 00 Anthraciteton 6 00 a 7 00	Do. Southerndo 66 a 70 Barley, North riverdo 56 a 60	Liverpool grounddo 33 a — Do. blowndo — a —
Virginia.	COCOA Caraccas	Peas, white dry7 belies 9 00 a 10 00	Do. sack dosack 1 75 & 1 81 SALTPETRE
White. Slaves. Free colored. 1790 East of the Mountains, 507,885 991,973 12,703	Trinidaddo — a 7 St. Domingodo 6 a —	Do. black eyeddo 75 a — Beansdo 9 00 a 12 00	Refined
1830 do. do. 375,940 416,259 40,708 1790 West of the Mountains, 34,230 2,154 63	Parado - 6	HEMP	SHEETINGS
1830 do. do. 318,505 53,465 6,323 South Carolina.	CUPFEE— to 101 a 121	Russiaton 193 00	Russia, whitepiece 10 50 a 11 25 Do. browndo 8 75 a 9 00
White. Staves. Free colored.	Brazildo 12 ds 18 Porto Ricodo 12 ds 184	Sisaldo — α — American dew-rotdo 130 00 α 130 00	SOAP— New-York, Brown lb 64 a 64
1790 140,178 107,094 1,501 1830 257,878 315,665 7,915	Laguirado 11 a 12 St. Domingodo 11 a 11	Yarns, Kentucky lb a HIDES-	Castiledo 11 & 12 SPELTERlb 8 & 34
PASSENGERS-	Java	LaPiata & R. Grande. lb 14 a 14	SPICES— Cassia, in mats lb 14 & 15
In the packet ship George Washington, from Liverpool-Mr and Mrs G A Brown, of Manchester; Thos Sands, Thos B Sands,	COPPER—	Do. wet salted do 7 a -	Clovesdo 45 & 36
of Liverpool; G J Goodhue, of York. U C; William Ritchie, H Chapman, Wm Smith, Jas Connell, of Montreal; R F Maitland,	Sheathing	W. India & Southern. do 10 a 12	Ginger, racedo 9 a 9 Do. grounddo 6 a 11
R P Ross. D Bellhouse of Quebec: Thos Winn, of Philada; H	Olddo 17 & 18 Bultdo 24 &	S. A. Imreepiece 1 lå a 1 35 l HOPS—	Nutmegs
Abbotson, of Sheffield; E J Coates, of Boston; S C Lister, of Bradford, Eng.; Wm Brooks, of Manchester; Chas Cleng, of do; B H Jones, of Liverpool; Rev E Calvert, of Keswick, Eng.; S B	Foreignlb 94 a 11	First sort, 1822lb 25 a 33 Second sort, dodo — a —	Pimento, Jamdo 8 a si SPIRITS
Hargroves, of Leeds: Mr and Mrs Booth, of Huddersheld, Eng.	Americancwt 10 a 11	HORNS— Ox190 5 00 a 20 00	Brandy, Ot. D. & Co. gai 1 624 a i 79 Do. Rochelledo 1 50 a 1 624
John A Stevenson, E Cotton, of Staffordshire; Geo Cripps, J H	CORKSgross 40 a 50	INDIGO	Do. Bordeauxdo 1 20 a 1 40
in the ship Ontario, from London—R Johnson, indy and family, of Jamaica; D Fox, of Belleville, N J.; Henry Todd, and Geo C Thorburn, of New York; Master H De Koven, of Middletown,	Commondo 20 a 33 Phiaido 5 a 12	Manillado 60 a 90	Rum, Jam. 4th proof. do 95 a 1 10 Do. St. Croix, &l do. do 95 a 1 10
C Thorburn, of New York; Master H De Koven, of Middletown,	COTTON	Guatemalado 94 & 1 10	Do. Wind Isi. 3d do. do 85 a Do. NOrl'os, 1st do. do 40 a 45
Ct.; John Poore, W Walker, Miss Nicholson, Miss Rolfe, and George Miller, of London, and 144 in the steerage.	Uplanddo 10 & 13	IRON Pig,Engl.&Scotchton 87 50 a 45 00	Do. N. Eng. 1st dodo 35 a 36 Gin:Holl'd, MederSwan 1 19 a
WADDIAGES	Tennesseedo 10 a 11	Do. Americando 30 00 a 40 00 Bar, dodo 72 50 a 75 00	Do. Hour Glass.de - a 1 13
MARRIAGES.	COTTON BAGGING— Hempyd 13 a 20	Do. Russia, P. S. L. do - 4 97 50	Do. Imperial do 1 12 a 1 15
On the 11th inst. at Friends Meeting House in Hester street, NEELY LOCKWOOD, to ELIZA BOWNE, daughter of the late	Flaxdo 11 a 15 Do. Americando 19 a 20	Do. New Sable.du 52 50 a 85 09 Do. Swedesdu 52 50 a 87 50	Do. Countrydo 3d & 42 Whiskey, Ryode 31 & 25
Richard M. Bowne, all of this city. On Wednesday, 10th inst, by the Rev. Wm. Quarter, Mr. En	DIAPERS	Do English ass'tddo — a 75 00 Sheet, Englishcwt 6 75 a 7 50	Cider Brandydo — a — STEEL—
WARD CRONLY, to Miss MARIA, second daughter of Mr. Andrew Pallen.	DUCK	Peru I.Co. flat & sqton — a — Do. rounddo — a —	German
Last evening, 16th instant, by the Rev. Dr. De Witt, PETER	Russia, U. X } ook 17 50 a 18 00 Do. Bruisguins (a 16 00 Do. Zotoff & Kenop'sf — a 16 00	Hoop, Americancwt 6 00 a 6 25	Triéste, in boxesdo 5 a 😜
B. Brincherhorr, to Maria Jeanette. daughter of the late John T. Lawrence, Esq., all of this city.	Do. 3d quality do 13 50 a -	JUNIPÉR BERRIES 2 4 3	Americando 5½ a 6 SUGARS
DEATHS.	Do. inferiordo 11 90 a 14 00 German, Halfdo 11 00 a —	Piglb 54 a -	British Islandtb 71 a 9 St. Croixdo 5 a 10
On Tuesday evening, MARY, wife of Samuel D. Wilkins, of	Holland, A. Ado 94 00 a Ravensdo 7 00 a 8 50	Bardo 5½ a — Sheetdo 6 u —	New Orleansdo 5½ a 7½ Havana, Whitedo 9 a 11½
Gwanss, L. I. and daughter of Nehemiah Denton, Esq. Monday moraing, April 15th, Mrs. Sarah Taylor, aged 84	Amer. Joy'e, all flax, No. 1 a S do 14 00 a 10 50		Do. Browndo 74 a 84 Do. Bluscovado.do 7 a 74
years and 9 months.	Do. Phenix Mille, Pa-	Sole, Oak tannedlb 20 a 27 Do. Hemlockdo 17 a 20	Porto Ricodo 74 a 9
This morning, April 16, after a lingering illness, Mrs. BRIDGET BANKS, wife of Henry Banks, in the 42d year of her age.	terson, flax, No.1 ac. 16 00 a 12 00 Do. couen, Paterson,	Do. damageddo 14 a 16	Brazil, Whitedo 8 s 51 Do. Browndo 7 a 71
On Thursday, the 11th inst, Mrs. JANE Post, in the 80th year of her age, widow of the Inte Jacob Post, of Yonkers, West	No.1 a 10yd 26 a 39 DYE WOODS—	Upper, dressedside 75 a 2 75 Do. undresseddo 1 00 a 2 50	Munilla, Browndo 71 4 — Lumpdo 13 4 13
Chester County. This morning, after a long and painful illness, which he bore	Brazilettoton 28 00 a 30 00 Camwooddo 80 00 a 82 50	Boards, N. RMft — a 15 90	Lonido 14 a 17 SUMAC—
with christian fortitude, William Anderson, aged 78 years. This morning, April 17, Charlotte Jane, wife of Joen R.	Fustic, Cubado 25 09 a 27 00 Do. Tumpicodo 23 09 a 23 00	Do. East'n Pine.do 16 00 a 17 00 Do. Albany do .pca 16 a 17	Sicily
Knox, M. D. and daughter of the late John Bullus, Esq.	Do. Mainedo 19 00 4 21 00 Logwood, Camp'hy.do 26 00 a 27 00	Flank, Georgia do. M & 25 90 a 35 00 Suaves, W. O. pipe. do 56 00 a 58 00	Americando — a 30 00
On Tuesday afternoon, 16th instant, after a lingering sickness, which he endured with great christian fortitude, Mr. Jacon	IIDa. St. Dom., da 249 90 42 241 00 i	Do. do hhddo \$8 00 a 42 00	TEAS— Imperialdo 65 a 1 00
JUETISON, in the 31st year of his age. Of Consumption, on Sunday afternoon, the 14th instant, in the 40th year of her age, Mrs. ELIZA, wife of James Kearley.	Do. Jamaicado 17 00 a 19 00 Nicaragua, Bonaire.do 42 00 a 45 00	Do. 14. O. hhddo 25 60 a	Gunpowderdo 68 a 1 08 Hysondo 60 a 89
the 40th year of her age, Mrs. ELIZA, wife of James Kearley. On the 5th of April, in the village of Jamaica, Queen's Coun-	100. Hacke do 4 10 00 1	Heading W. O do 42 00 a 45 00 Hoops,	Young Hysondo 60 c. 80 Hyson Skindo 36 c 66
ty, Wh. Punting, aged 80 years. At Charleston, S. C. Charles Winthrop, of the house of F.	FEATHERS— Live, Foreign hb 14 a 20	Beauting, Pize do 15 00 a 16 00 Do. Oak do 20 00 a 25 00	Southongdo 18 a 48 Bohcado 13 a 16
& C. Winthrop, aged 34 years.	Do. Americando 36 a 40 FISH—	Timber, Oaksq. it 20 a 25 Do. Geo.Yell. Pine.do 25 a 30	TIMOTH. SEED. Ice 13 00 a 15 06 TOBACCO—
REPORT OF DEATHS—WERE ENDING SATURDAY, APRIL 13. Between the ages of	Dry Cod	Shingles, Cypress. Mit 4 00 a 4 25	Richmond & Petersb.do
90 and 100— 1 50 and 60— 9 10 and 90— 3 90 and 90— 1 40 and 50—10 5 and 10— 7 70 and 80— 1 30 and 40—10 2 and 5— 3 60 and 70— 3 90 and 30—19 1 and 2—13	Pickled Codbrl 4 25 a -	MOLASSES-	Kentuckydo 34 a 6
70 and 80-1 30 and 40-10 2 and 5-3	Do. Salmondo 12 50 a 18 50 Smoked dolb — a —	Martinique & Guad.gall 37 a 30 English Islandsdo 28 a 31	Cribado 8 & 16 St Domingodo 9 & 15
Of and under one year, 10—10tal, 95.	Mackersi No. 1 bri 6 75 a 7 00 Do. No. 2 do — a 5 00	Havana & Matanzas.do 26 a 29 Trinidad de Cubado 30 a 31	Manufactured, No. 1.do 10 a 12 Do. No. 2.do 7 a —
Diseases. Apoplexy 5 Inflammation of brain 2	Do. No. 3do — a 3 371 Shad, Conn. Messdo 8 25 a 9 50	New Orleansdo \$1 & 32 NAILS-	Do. No. 3. do 6 a 7 Ladies' Twist do 14 a 15
Burned or scalded I Inflammation of chest 2 Childhed 1 Inflammation of liver 1	Do. Bucksport, dodo — a 6 00	Cut, 4d to 40dlb - a 6	Carendishdo 8 a 30
Consumption 1	Herringsdo 9 25 a 9 59 Do. Smokelbox 40 a 90	Cut, 3ddo 6 a 7 d	WINESgall 1124 a 2 25
Convulsions 5 Marasmus 2 Dropsy 3 Old age 3	FLAX— Russiaib 114 a —	NAVAL STORES—	Sherrydo S0 a 2 00 Canary, Cogswell'sdo 95 a 1 274
Dropsy in the head 6 Peripauemony 6 Dyspepsia 1 Pneumouia typhodes 1	Americando % a 9	Tarbrl 1 40 a 1 624	Tenerifie L. Pdo 70 a 1 00 Do. Cargodo 60 a 65
Fever, remittent	Clean	Rosin	Malaga, drydo 40 & 45
Fever, typhus	FLOUR AND MEAL-	Do. North Co. do. do . a 2 25	Claretcask 14 00 a 32 00
Hamoptysis 1 Teething 2 Hives or croup 7 Tumor 1	NewYork suprinebri 5 62 a 5 75	Spirits Turpentine.gall 40 a 42	Do. in bottlesdox 2 25 a 6 40 Portgall 70 a 1 872
Jaundice 1 Unknown 1	Western Canaldo 6 124 & 6 76 Philadelphiado — & 5 624	Florence 30 flasksbox 4 20 a 4 75 French 12 bottlesbskt 8 00 a 8 75	Liebondo 80 a 1 35 Marseilles Maderado 36 a 45
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MERICAN RAILROAD JOURNAL, **ADVOCATE** INTERNAL

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

D. K. MINOR, EDITOR.]

SATURDAY, APRIL 27, 1833.

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MERICAN RAILROAD JOURNAL, &c.

NEW-YORK, APRIL 27, 1833.

To Engineers, and others having the care of Railroads.—The Editor of the Journal presents his compliments to those gentlemen, engineers and others, having charge of the different Railroads in the United States, and requests of them another, in addition to the many favors he has already received from them in furnishing him with reports and communications relative to the works under their care. Having been requested by a distinguished Engineer | ceptable service to our readers by inserting the of Liverpool, to furnish him with a brief but whole of it in our pages, giving portions from accurate outline of all the Railroads now in use, as well as those in a course of construc- the whole will be found in this volume of the tion and in contemplation, for which charters Journal. have been granted, in the United States, "to form a portion of the article RAILROADS, now preparing for the Encyclopædia Metropolitana of England," the Editor is desirous to obtain from those intimate with each a description of their particular work at the earliest possible date, that he may be enabled to forward them in time for the above publication. He would suggest the idea of their forwarding the latest report published, and, in addition thereto, a written description of the progress of the work since its publication. Mr. Vignoles, the gentleman for whose use they are designed, requests also a transverse and longitudinal section, No subscription will be received for a less term shewing distinctly the mode of laying down the than one year. To persons who pay for the rails on each road, with such other minute par-tienlars as may be useful to the public. In re-made. The work will be published simultaturn for these documents, Mr. V. offers to furnish us with copies of the article as soon as ladies and gentlemen is promised."

printed, for the use of the Journal-and we, in The following remarks are designed to show turn, will furnish each gentleman who aids us the advantages of the proposed Railroad from in obtaining the information, with additional co-Providence to Stonington: pies of the Journal, in which the article shall be published when received.

Guard Rail .- Mr. Bulkley's reply to Mr. Sullivan's "Objections," published in our last, will be found in this number of the Journal; also, a communication signed "U. A. B.," upon considered as one of them. Upon the introthe same subject.

IRON RAILWAYS .- We give at length, in this provement in the Construction of Iron Railnumber, "Scrivenor's Specification of an Imways," with fifteen engravings, showing the machinery for, and describing the process of, making the rails, chairs, &c.

It was our intention to have given a condensed analysis of Mr. Babbage's work on the nection between the railroad and steamboats at "Economy of Machinery and Manufactures," but, on a close examination of the book, we find it is written in so concise a style that to abridge it would be almost impossible. Its contents are so valuable, and of such great interest to the lovers of Science and the practical Artizan, that we conceive we shall be doing an actime to time. It will be so arranged that three cities of Boston, Providence, and Stoning-

Mr. FREEMAN HUNT, late one of the editors of the New-York Traveller and Spirit of THE TIMES, has issued proposals for publishing a new work, in monthly parts, to be called "The Story Teller." We make the following extract from the prospectus, and wish him a liberal patronage:

"The 'Story Teller,' will be published in monthly parts of at least 40 pages, quarto, equal to one hundred octavo of the ordinary size, in a superior style, forming a splendid volume of about five hundred pages per annum, and afforded to subscribers at the low price of twenty-five cents per number, payable on delivery. neously in the different cities of the Union.

"The aid of some of our most distinguished

"To those acquainted with the utility of roads, it is unnecessary to point out the importance of having them established upon all our principal thoroughfares, and the route between New-York and Boston will, it is presumed, be duction of railroads into this country, one from Boston to Providence was among the first thought of, which road is now, after some desoon after that was determined upon, the original projectors of that work foresaw the necessity of continuing the road to some place upon the Sound, so as to lessen the distance from Providence to New-York, and to have the consome point where the navigation would be unobstructed by ice during the whole year: Providence river, as is well known, being generally closed a part of the winter. After a good deal of reflection and examination, Stonington was fixed upon as the best location for those objects, the harbor being always free from ice, and having been made perfectly safe by a breakwater recently erected by government, and the ton, being (as will be seen upon a map) very nearly in a direct line. Accordingly, measures were taken to procure charters from the states of Rhode Island and Connecticut, which were granted with the most liberal provisions, giving to the company a perpetual right, and excluding all competition for thirty years from the time this road shall be opened for use. Very soon after these charters were obtained, an engineer of the highest standing in his profession, Wm. Gibbs McNeil, Esq. was employed to make a survey of the contemplated route, which has been completed, and a report of the same, with the maps, profiles, &c. are at the office of the Company, No. 46 Merchants' Exchange, where they can be examined by those who feel an interest in the subject. It will be perceived, upon a perusal of the report, that the route is an exceedingly favorable one for the construction of a railroad, the soil being good, with abundance of granite for foundations, requiring

stationary power, the elevations averaging only twelve feet per mile. The engineer has also made an estimate of the cost of the road predicated upon this first survey, which is considerably within the amount of capital of the company, and the estimate will no doubt be much lessened by further surveys, as Capt. Swift, the assistant engineer, in his report accompanying Capt. McNeil's, remarks, as follows:

"In the preliminary surveys which have been made, it cannot be expected that we have been fortunate enough to select the most favorable route between Stonington and Providence. In the absence of all knowledge of the topography of the intermediate country, it could not be supposed that the first line which we might chance to pursue should, upon more thorough examinations, prove to be the best that could be found. It is true that the results of one survey furnish all material facts necessary to a determination of the general character of the route, viz. distances, elevations, nature of ground, amount of bridging, &c. It also furnishes much infor-mation which will be useful in future examinations. It may be added, moreover, that the estimates of cost are predicated upon the data which were collected in running the experimental line, and it will readily be seen that every improvement that can be made in the direction of the route, will result in a saving in the cost of construction."

The following is the Report of Captain

veys to determine the practicability of, and the general circumstances under which a railroad may be constructed between those points, Captain Swift, of the United States' Topographical Engineers, with the requisite number of assistants, was, during the month of August last, assigned to that duty under my direction, and I have now the honor to submit to you, agreeably to the instructions of the Topogra-phical Bureau at Washington, the results of the examinations and surveys alluded to. They will be found embodied in the accompanying descriptive memoir of the country by Captain Swift, which is illustrated by the following maps, in plan and profile, to wit:

1st. A general map of the country between Stonington and Providence, exhibiting the routes surveyed, with those which have been suggested and may be worthy of further ex

amination.

2d. Three sheets, which comprise a map of the routes surveyed, on an enlarged scale of 4 inches to a mile.

3d. Two sheets, which exhibit the profile of the routes on which the calculations of cost will at this time be based; and referring to these documents generally for details and descriptions of the country, which it will not in consequence be requisite I should recapitulate. shall, as summarily as may be, present the facts which pertain to the question, "under what circumstances is a railroad practicable between Stonington and Providence?"

Before I attempt, however, to answer this question, I would premise, and desire that it be borne in mind, that the surveys which have as

in consequence the estimates of cost (which do not properly belong to the incipiency of op-erations of this nature) are not intended to be

otherwise than approximate.

Nevertheless, if at this time we are not enabled to assert that the country offers greater facilities than those which, in the limited period allotted to the surveys, we have found to exist, we have the satisfaction to know that a railroad between Providence and Stonington, (a work so important in its character that, in connexion with the Boston and Providence railroad, which is now in rapid progress of con-struction, it may be said on its completion to have perfected the important avenue between New-York and Boston,) is practicable under the following favorable circumstances, to wit:

Pursuing in general a very direct course and avoiding throughout its extent the occurrence of a single abrupt curvation, its total the first instance, with occasional passing length from the termination of the Boston and places, constructed similarly to that proposed Providence Railroad, to Stonington, on Long for the Boston and Providence Railroad, with Island Sound, (from which point we know that throughout the year the safe navigation by steamboats remains uninterrupted,) would be say 47% to 48% miles, (as it shall be computed either through Shannock Hill or around it,) and in traversing this distance we surmount a summit dividing the waters of the Pawcatuck, which empty themselves near Stonington, from those which, flowing in the opposite direction, contribute to the Narragansett Bay, elevated 200 feet above tide, or conforming in a measure to the undulations of the ground on either side of may be estimated as follows, to wit:

1. Formation of the road-bed for Doston Railroad Commemoir) to 293 feet,—or 302 feet, if we shall take that which Captain Swift describes as the "south route," which, instead of being directed through a gap in Shannock Hill, passes around its southern extremity.

This elevation can, however. be a "that throughout its that throughout its that throughout its southern extremity."

far larger expenditure than would be required, if occasionally, and but for short distances, only steeper inclinations (within, however, the ability of a locomotive engine,) should be intro-

7,00 " under 8 feet per mile.

13,66 " " 13 " 3,81 " " 20 " " " 26 66 7.19 " " 34 " 1,36 44

Or the average inclination is about 12 feet per mile.

The length of the road, as will have been seen, we have assumed to be 474 or 484 miles, as the distance shall be computed either through the gap of the Shannock Hill, or by passing around its southern extremity; but although in the former case there would be a saving of three fourths of a mile in distance and a few feet inclination, these advantages are acquired at a cost which leads us unhesitatingly to prefer the longer route. Subsequent surveys may, however, determine, and we think it probable they will, that, even by winding around Shannock Hill, the total distance will not exceed 48 miles.

On this supposition I proceed to submit the following estimate, based upon the data to be obtained from the accompanying memoir, wherein I have inserted the cost of excavation, embankment and masonry, or in other words, yet been made are purely experimental in their all that pertains to the formation or graduation character, or such as necessarily precede those of the road-bed, the calculations of the quantity

but few excavations or embankments, and no route, and the assumed grades or inclinations, slopes, in both excavations and embankments, stationary power, the elevations averaging only sometimes advantageously modified, and that being in the ratio of 1½ to 1. Frequently, doubtbeing in the ratio of 11 to 1. Frequently, doubt-less, steeper slopes will be admissible from the greater tenacity of the soil—in which event there will be a correspondent reduction in the quantity of excavation; but I have thought it safer to assume the slopes which I have stated, and I therefore directed the calculations to be made accordingly.

Whenever streams are to be crossed, (and they are but few, and generally unimportant in their character,) if the structure is of such importance as to be classed as a viaduct, I have supposed it to be built, as for the most part in our country it is advisable they should be, of wood, supported on piers and abutments of substantial masonry. The comparatively few culverts required will uniformly be built of stone, for the construction of which materials abound.

The railway I assume to be a single one, in an iron edge-rail of sufficient strength to admit its supports at intervals of four feet.

Its maximum cost may be stated at \$10,000 per mile; and if it shall be preferred, as may be deemed expedient, to substitute a lighter rail with a continuous support on wood, an equally effective railway, (the weight of the rail being about 32 lbs. per yard,) may be constructed for \$7,000 to \$7,500 per mile.

On the first supposition, the approximate cost of a railroad from Providence to Stonington

1. Formation of the road-bed for a double track of railway, including excavations, embankments, and masonry, or all the operations preparatory to the reception of the rails, - - 505,830 90 of the rails, - - - - 2. Single track of railway, with

occasional passing places, constructed with an iron edgerail, and in all respects in the most durable manner, 10,000 dollars per mile, and for 48

miles, 480,000 00 3. Land and fences, say 50,000 00

Contingencies, including agencies, surveys, &c., purchase of cars and the moving power, say 10 per cent. on the above, 103,583 09

> Total cost, \$1,139,413 99

Or substituting a lighter rail, with a continuous support on wooden string pieces, the ost may be assumed at:

1. Formation of road-bed, 505,830 90

2. Single track of railway, with occasional passing places, at

\$7,500 per mile, 360,000 00 3. Land, &c., as above, 50,000 00

4. Contingencies, &c. 10 per cent. 91,583 09

\$1,007,413 99

Which is most respectfully submitted by, sir, your obedient servant,

> WM. GIBBS McNEIL, Captain U. S. T. Engineers.

> > Lowell, April 17, 1833.

To the Editor of the American Railroad Journal:

SIR,-You having given in the Railroad Journal, Vol. 2, No. 14, Mr. Bulkley's description of his Patent Guard Rail, with his remarks on it, and solicited the opinions of engineers, and as the importance of the subject demands all the light which can be obtained, I will give some of my thoughts on the subject.

on which would subsequently be established the definite location or actual position of the railroad—that various deviations may be expected to be made from the general trace of the for a double track, or to a width of 26 feet, the facture, of two kinds of metal, namely, wrought



first used for rails, they were formed by com- expands or contracts most. If it be so at high such new ones as suit the new brooms. bining wrought and cast iron, and the invention patented. Some notice of this may be found in Strickland's Reports to "The Pennsylvania be strained longitudinally, and the cast iron Society for the Promotion of Internal Improvements," page 26, and in Wood's Treatise on Railroads, second edition, page 49, and in most other books on railroads. If he had been aware of this, I should have expected him to have shown in what his rail differs from any which has been tried.

I believe that most of those who have at tempted this have not been sufficiently acquainted with the mechanical properties of the different kinds of iron. Mr. Bulkley says that, in the construction of rails, strength of a peculiar description is required, by which he means resilience, or the power to resist percussion. He says that his description of rail has probably four fold more of this kind of strength than can be produced from either kind of metal, if used separately, of equal weight. This seems, by referring to the properties of the two kinds of iron, to be impossible. The lower side of the rails have to resist a tensive force, or a force to draw the parts asunder. The tenacity of wrought iron being much greater than that of cast iron, the former, for this reason, cæteris paribus, must be more suitable than the latter for this part of the rail. The force which acts on the upper side of the rail tends chiefly to compress or crush it; therefore, that kind of iron would seem best for this part which can bear the greatest compressing force. The mean strength of cast iron to resist a compressing force is probably not much different from that of malleable iron, though there is much difference in the various kinds both of malleable and cast iron. Tredgold says, in his treatise on cast iron, that the greatest compressing force which cast iron can bear per square inch. without producing a permanent alteration, is 15,300 pounds, and that good English malleable iron will bear 17,800 pounds per square inch without producing a permanent alteration : from which it seems there can be nothing gained in point of strength by making the upper part of the rail of cast iron, though there count in calculating accurately the strength one is, that in most castings some parts tend to expand or compress the other parts, which is produced by unequal shrinking in cooling. The interior part of square cast iron bars is usually strained by tension, while the outward part is compressed, when it is not To the Editor of the American Railroad Journal subjected to any extraneous force. When such bars are subject to transverse strain, the neutral axis is between the centre of the bar and the compressed side, hence more than half of the metal acts by tension, and also acts at a greater mechanical advantage than if the neutral axis were in the centre of the bar: hence the strength of such bars to resist transverse strain is much greater than it would be if the metal shrunk equally in cooling. This unequal shrinking in cooling diminishes the utility. merely by compression, or merely by tension. Mr. Bulkley says, that when melted metal flows round the bar of wrought iron, it causes the wrought iron to expand, and contraction therefore becomes uniform in both cast and wrought iron. I am not aware that sufficient experiments have been made to determine whether east and wrought iron expand or contract equally by equal changes of temperature, at common, broken off and replaced with new going on around him; and if time can be high temperatures; but at low temperatures, ones. When new brooms are to be affixed, afforded in general education for Paris, Rome,

Soon after malleable iron was || as between 30 and 200 degrees, malleable iron || the staples must be drawn and replaced with temperatures, and the wrought iron bar be so constructed that it cannot slip in the cast iron, the wrought iron bar, when the rail is cool, will which encloses it compressed longitudinally, when the rail is not subjected to any extrane ons force. Hence the wrought iron bar may be nearly or quite torn asunder without any extraneous force being applied to the rail.

Mr. Bulkley says that practical results in England prove that the upper side of malleable iron rails are liable to destruction, "partly in consequence of the great weight of the wheels, which, being rolled upon the rails, extends the laminæ composing their upper surfaces, and at length causes those surfaces to break up in scales." When malleable iron was first used When malleable iron was first used for rails, some engineers supposed it would be liable to the objection above-mentioned, and some have even said that practice proved it so. There has now been sufficient experience in the use of malleable iron rails to put this question at rest. Mr. Wood, in the second edition of his Treatise on Radroads, page 45, speaks thus: "It has been said by some engineers, that wrought iron rails exfoliate, or separate, in their laminæ, on that part which is exposed to the pressure of the wheel. This I pointedly deny, as I have closely examined rails which have been in use for many years, and on no part are

such exfoliations to be seen."

Mr. Bulkley says, "Wrought metal is observed to decay and become weakened in crusts of rust, when laid near the surface of the earth in danip situations." Some wrought iron rusts very fast, but I do not think it generally oxy dates much faster than cast iron. When mal-leable iron was first used for rails, it was supposed by some people that its fendency to oxydate would be a great objection to it; but experience has proved the contrary. I will again quote Mr. Wood, as I know of no better authority on this subject. He says, in the second edition of his Treatise on Railroads, page 47, "On no malleable iron railway has oxydization, or rusting, taken place to any important extent."

Sufficient experiments and observations have not yet been made to determine, exactly, how much faster cast iron is worn away by the action of the wheels on the rails, than wrought iron; but it seems that cast iron wears off about five times as fast as wrought iron.

I am of opinion that malleable iron rails, such as those of the Liverpool and Manchester Railroad, are, in most cases, more safe, durable, and economical, than any rail composed wholly are many other properties, both of cast and or in part of cast iron yet brought before the malleable iron, which should be taken into ac- public. I have considered the chief of the supposed advantages of the cast and malleable iron rail; the other supposed advantages being de-pendent on those already considered, need no comment. U. A. B.

Downington, April 6th, 1833.

Sin,-In passing over several lines of railroad during the last three months, I have perceived that hickory brooms are almost universally attached to the cars in front of the wheels, so as to remove any dust or small stone from the rails that happen to be on them, and sometimes they are depended upon to remove light snows. Their general adoption proves their These brooms are generally attached strength of a bar to resist a force which acts to the frame of the car, by means of staples. To this plan for attaching them there are several objections: when the brooms become worn off at the bottom, it is necessary to set them lower; and in order to do this, the staples must

frequent repetition of these operations, (as is evidently necessary,) not only exhausts a great deal of time, but materially injures the frame of the car. In order to obviate these difficulties, I propose substituting screw bolts for the staples, terminating at one end with an oval. The shaft of these bolts being made to pass through the cross timber of the frame, the wood must be cut away so as to admit about half the ovals, then, when the broom handle is put into the ovals, turn the screws at the other end of the bolts until the handle is brought so closely in contact with the frame as to hold it in its place. When it is necessary to lower the broom, nothing has to be done but to loosen the screws, put the broom to its place, and screw them up again.

The above may be considered too simple to receive general attention, but I am of opinion that if any persons engaged in railroad trans-portation adopt it, they will thereby save both time and money.

If you consider it worthy your attention, you will oblige me by publishing it. AN ORGEDVED

[A drawing accompanied this communica. tion, but it came too late to have it engraved to appear in this number of the Journal: we regret this the less, as we think "An Observer's" description is sufficiently explicit without it.]

THE BRITISH IRON TRADE .- Great Britain has been particularly fortunate in possessing inexhaustible mines of coal and iron -two natural products which give the country a prodigious superiority over the adjacent continental nations. By means of these valuable materials, and the skill of the inhabitants, we are able to export hardware goods and machinery of every description, on the most advantageous terms, to all parts of the world. From an early period the natives have enjoyed a high reputation for the manu. facture of warlike weapons; and, what is justly esteemed a compliment to the people, it has more than once occurred that they have supplied fire-arms, bayonets, swords, and daggers, to the very nations with which they are at war: thus furnishing instruments for their own annoyance and destruction.

The iron trade of England is one of the chief staples in the country, and gives em-ployment to a vast body of laborers and artizans. Every where our observation is attracted towards the combinations and results of this extensive branch of traffic, and we find that there is even less to create astonishment in the multitude and variety of the products, than in the exquisite perfection of the machinery employed—machinery seeming almost to usurp the functions of human intel ligence. "No one, for instance," says a writer in the Quarterly Review, "can adequately comprehend the mighty agency of the steam engine, who has not viewed the machinery of some of our mining districts, where it is employed on a scale of magnitude of power unequalled elsewhere. In Cornwall especially, steam engines may be seen working with a thousand horse power, and capable (according to a usual mode of estimating their perfection as machinery) of raising nearly 50,000,000 pounds of water through the space of a foot, by the combustion of a single bushel of coal. No Englishman, especially destined be drawn, and, after the brooms are put to their to public life, can fitly be ignorant of these proper places, driven up again, or, what is more great works and operations of art which are

chester, Glasgow, Leeds, Birmingham, and Sheffield. Nor, speaking of the manufactures of England, can those be neglected which depend chiefly or exclusively on chemical processes. It may be conceded, that the French chymists have had their share in the suggestion of these processes; but the extent, the variety, and success with which they have been brought into practical operation in England, far surpass the competition of any other These are, perhaps, from their nacountry. ture and from their frequent need of secrecy, the least accessible of our manufactures to common observation; yet they, nevertheless, offer much that is attainable and valuable. Connected with our manufactures are the great works of the civil engineer, which cover every part of the kingdom—the canals, roads, docks, bridges, piers, &c.: works which attest, more obviously than any other, the activity, power, and resources of the country.'

It was lately computed that about 700,000 tons of iron are annually made 1: Great Britain, a very large proportion of which are the produce of South Wales and Stafford-shire. In Scotland, 36,500 tons were, at the same time, made. The chief consumption of this immense quantity of metal is in the island itself, there being little more than 100,000 tons exported. The value of that which was exported was, for British iron £1,226,617, and for hardware and cutlery £1,387,204.

The great seat of the iron manufacture in Scotland is at Carron, a place in Stirlingshire, situated on the north banks of the river Carron, about three miles from the south shore of the Firth of Forth, and a short way north of Falkirk. The Carron iron works, which are H. Having thus obtained a long bar of iron, reckoned one of the greatest wonders in North Britain, are the property of a chartered company, established in 1760. They are employed in smelting ores, and the manufacture of all kinds of cast iron goods, whether used in war or agriculture, domestic economy, or any other purpose. Cannon, mortars, howitzers, and carronades of every description, are here made in the greatest perfection. The carronade now used in warfare was first made at Carron, and hence assumed its name. Shot and bomb shells of every sort and size are also made, and on a scale which rivals the manufactories of Germany and Russia. This large establishment is placed in the midst of a country, possessed of inexhaustible stores of the materials of its manufacture, and has every facility of export. Besides these qualifications, the country is rich in every species of produce, and able to support a dense population. Including those employed in the works, and those engaged in the mines and pits, with the individuals employed in the coasting and carrying trade, the whole will amount to between 2,000 and 3,000 persons, who subsist directly by the works. To a stranger, the approach to the establishment from the north, in a calm night, is striking and terrible, from the illumination of the atmosphere, which is seen at a great distance. the noise of the weighty hammers resounding upon the anvils, the groaning of blast machines, and the reflection of the flames in the reservoir which bounds the works on the north, as in a large mirror. The scene is much admired, and often resorted to in "the calm summer e'en," even by the local inhabitants.—[. _ambers' Journal.]

and Florence, time is also fairly due to Man-||Specification of Mr. Scrivenor's Patent for Improvements in the Construction of Iron Railways. [From the London Repertory of Patent Inventions.]

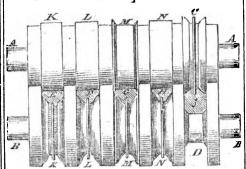
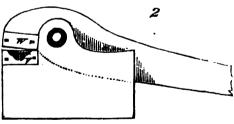


Fig. 1. A B represents a pair of cast-iron rolls or rollers, which must be mounted in proper frames or bearings as usual in iron works; these said rollers must have a series of grooves or mendations in their peripheries corresponding with the several shapes which the metal is intended to take in its progress through these rollers, until it at length attains the exact shape to form the chairs or pedestals. Thus, for example, the grooves at C D must be adapted to receive an ordinary short thick bar of wrought iron, say about two feet long and about six inches square, properly heated for rolling, and, in fact, of a size adapted for these said grooves, all which is well understood by persons accustomed to roll iron.

The bar is first passed through the rollers at C D, which causes it to assume the shape shown at J. It is then passed in succession through the other grooves on the rollers at KK, LL, MM, and NN, whereby it successively takes the forms shown at E, F, G, and of the form shown in section H, I next proceed to cut it into lengths for chairs, which I perform by means of a pair of mill shears,



in the ordinary manner, but must be provided as shown at VW, otherwise the action of the shears in cutting off the lengths would be apt to force the chair out of shape. It may be here as well to observe, that as the form of the chair would necessarily vary to suit the form to an unnecessary variety of shapes if I did not take one as a standard, for the purpose of describing my invention, I have selected that form of rail which I believe to be one of the most approved and most generally in modern use, and need only state that chairs may be made of wrought iron, on the same principle which I am now describing, to suit any of the ordinary forms of rail now in use; but for the purposes of this specification I section at fig. 3.

Having, in manner hereinbefore described, cut the rolled bar into proper lengths for a wrought iron placed within it, and secured chairs, they will assume the form shown at firmly by means of an iron wedge or key,



fig. 4, which is a transverse section, aa being the holes for the spikes or fastenings which hold it to the block or support; and I next proceed to shape the cheeks OP, more accurately to fit the under side of the rails, which if placed in the chair in its present state would have the appearance shown at fig. 5, and would be too unsteady for their purpose. In order to effect this, and to form at the same time a proper recess in the cheek O, for the wedge or key, which is used to wedge or key up the ends of the rails tight in the chair, I make use of a cold wrought or cast iron mandrel, as shown at figs. 6 and 7, in the following manner: Having heated the chair again in the furnace, I place the mandrel between the cheeks, OP, of the chair, and present it with the mandrel in it to pass through another pair of rollers, as shown at

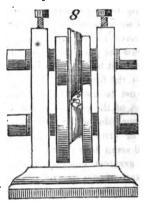


fig. 8, which rollers press the cheeks OP close upon the mandrel, I; and when the chair leaves these rollers it is complete; and shown at fig. 2; these shears may be worked if the mandrel be withdrawn, and the rail now inserted in it, will have the appearance shown at fig. 9, being the recess or aperture

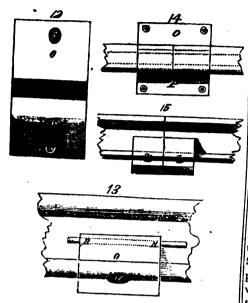


into which the wedge or key is to be driven to fix the rails firmly and steadily in their places. The dotted lines in this figure show with steelings or jaws to receive the chair, the alteration in form which the chair has experienced by passing through the rollers shown at fig. 8.

Fig. 10 represents a wrought iron chair, made of more than one piece, and in this chair the cheeks of the chair are made to fit of the rail to be used with it, and it would lead the rail by rivetting pieces of iron rolled to the proper shapes, to the cheeks of the chairs, after they leave the rollers at NN, fig. 1, in which case they will not require to be passed through the rollers shown at fig. 8. Fig. 10, which is now under description, represents a chair in the state in which it is left by the action of the rollers at NN, fig. 1, and as shown at fig. 4, the cheeks O P having plane sides, or being parallel to each other. This fig. 10 exhibits a section of the chair, in which shall confine my description to the form of S T represent pieces of rolled iron firmly chair required for the form of rail shown in secured to the insides of the cheeks O P, by rivetting, as aforesaid.

Fig. 11 exhibits it in this latter state, with

driven tightly underneath the overhanging Company, who stated, "that they (the Direc- were then applied upon the upper edge of the piece S, and pressing upon the shoulder of tors) had made an appropriation for renewing rail, it surely would be sustained on some princhair will be found useful when the lower part of the rail for which it is intended may be of any shape, differing from the ordinary kind.



size, and fig. 13 a side view of it with part and fig. 15 the elevation, of another and broader chair, calculated to receive the ends of two rails, and to hold them more firmly than the narrower one shown before.

Now, whereas I claim as my invention the substitution of wrought or malleable in the place of cast iron, in the construction of those parts of iron railways called chairs or pedestals, whether the same be made in one single piece or of separate pieces, rivetted, or otherwise fastened together as hereinbefore described; and such, my invention, being to the best of my knowledge and belief entirely new, I claim the exclusive right and privilege to my said invention.

In witness whereof, &c. &c.

[For the American Railroad Journal.]

Ma. Editor,—I perceive in the last number of your Journal a communication from Mr. Sullivan, which is commenced as follows, "Objections to Mr. Bulkley's Guard Rail, with some Suggestions on the Preservation of those of Timber;" and terminates as follows, "In cities, where the object is to have few supports, and guard against shocks, it is highly probable it would be comparatively useful; (and adds,) I regret that the necessary defence of other methods should have given occasion for any remarks against it. The claimlis only too broad;" The claim may indeed seem too broad for persons who have favorite projects of their own. but so far as relates to "necessary defence of that if other methods are affected by the publication of notorious facts, and by extracts from to have in its lower edge an aperture for the publications of others, the fault is not mine. My wrought iron rod to pass through; the wrought remarks in regard to the practical defects in iron rod to be passed through those sections, and wrought metal, were noted as extracts from an to be strongly rivetted at both ends: thus a rail English publication; and my remark that "wood would be formed of cast iron sections, or segments had, in this country, been observed so far ments, secured together in the lower edge by quiring about as much power as a small to decay as to require renewing the fifth year," a wrought iron bolt or rod. If the ends of such a hand organ. It is capable of performing

name of the Company to any individual who ing pressure. feels interested in furthering an inquiry on the subject.

to think that timber can be applied in such wise ing." as to last thirty, perhaps fifty years." When ed an important improvement.

But his views in allusion to the principle of the "Guard Rail," and of the effects produced in the uniting of wrought and cast iron, are totally at variance with practical results. S. has not read my specification of the principle and manufacture of the "Guard Rail," which specification was predicated on practical results-nor has he examined the cast-Fig. 12 is a plan of a chair of the full ings in my possession; had he have done so, he would have been satisfied from occular demonof a rail placed in it: and fig. 14 is the plan, stration, that the remarks touching those points, " principle and manufacture," were made from a misapprehension of the effects produced. Indeed, my explanation was too brief to convey a minute description: hence I remarked in my explanation, that "Rails made on this principle have been examined by many scientific gentlemen, among whom were several eminent engineers, and approved of by all of them. A remark by one of those engineers was, 'that in his opinion this discovery would be the means of producing a revolution in the construction of railroads.' An eminent Professor in this city, whose opinion was solicited, remarked, that it was decidedly the best rail that has ever been invented.' I allude to these remarks, as resulting from a particular examination of rails in full size for use by those gentlemen, as it seems difficult in writing a brief description to be so sufficiently explicit as to convey a clear and full understanding of it to persons who have not an opportunity of examining the rail itself."

One of the most singular views expressed by Mr. S., on the subject of the "Guard Rail," is in that sentence in which he opposes the idea of the rail being strengthened on the principle of the arch. He says, "If it comprehends the principle of the arch, it is an inverted one; and

other methods," I will, in reply, only remark, iron part of a "Guard Rail" to be broken crosswise into short sections, each section of course

wood rails, which were only in the fifth year ciple. If not on the principle of the arch, I should of their use." It would be improper publicly like to know on what principle the weights to mention the name of any Company, in connection with a circumstance of that nature, but there could be no objection to mentioning the case, is on the right side for strength, in resist-

Again, Mr. S. states, "It is however a Guard Rail,' that is, when a superstructure Mr. S. in that communication has stated of cast iron breaks, the wrought iron is to catch much in favor of wood rails; and made many or prevent the fall; its useful effects, he reremarks purporting to be in opposition to the marks, depend not on the sure result of a prin-"Guard Rail." Alluding, therefore, to wood ciple, but on labor faithfully done in rivetting rails, Mr. Sullivan states that "he has reason down the ends of the bar embedded in the cast-

So far from the remarks in the above quotahe becomes enabled to satisfactorily establish tion being correct, I will merely remark that that point, he will be deemed to have discover- the rails, eight feet long, alluded to in my description published, which were placed with supporters at their ends only, and upon which ten tons at a single bearing were applied without affecting them, and without doubt will sustain twenty tons or more, have yet the wrought iron rods projecting at the ends beyond the cast iron. The reason that the experiment was made without cutting off and rivetting the bolts, was because it was considered as depending on principle, and not on labor performed in rivetting as stated by Mr. S., it being found in practice that the cast metal binds the wrought so closely as to render rivets at the ends unnecessary. The primary strength of the Rail, therefore, is in the combination of the two kinds of metal: the lower edge of the cast iron, in full size for use, being secured from end to end by a wrought rod, which, as now applied, would require a distending force of some forty tons to draw it apart endwise, and the action is such, that it, the wrought iron rod, must be drawn endwise before a fissure can commence in the lower dge of the cast iron: and applied in that ma ner, the strength of the wrought rod alone will be sufficient to sustain safely twice or thrice the weight usually applied upon railroads, and may on the same principle be made of any required strength.

With permission, I propose to add some further remarks in the next number of your Journal; and am respectfully, yours, &c.

R. BULKLEY.

New Jersey Rail Road .- The Elizabethtown Journal states that a survey and estimate of the expense of this Rail Road has been submitted to the Commissioners, as follows :-

The estimated cost of the road from Somerville to Belvidere—a distance of about 45 miles—is \$541,250; or about \$12,000 per mile. The branch from New Hampton to Easton-14 miles-at the same rate will cost 168,000. The estimated cost of the road from Elizabethtown to Somerville—20 miles—was 200,the force is on the wrong side for strength, 000, or 10,000 per mile. Making for the whole exwhich is in tension, not resistance, to pressure." In view of his error, I will suppose the cast the State of New Jersey, in its most fertile part, and comes in close connexion with the agricultural and mineral wealth of Pennsylvania.

STOCKING KNITTER.—The Lancaster, Pa. Miscellany notices the invention of Mr. Mc-Mullen, of Huntingdon county, in this state, were not observations of my own, but by infor- rail were placed upon blocks and the edge con- the work of six expert knitters and adapted mation derived from a Director of a Railroad taining the rod placed downwards, and if weights to the knitting of wool, cotton or silk.

On Calculating by Machinery-Mr. Bab-||do; and, as I have had the advantage of see-||slightly acquainted with that science, will bage's Plan. [From Partington's British Cyclopædia.]

The great Pascal was the first who succeeded in reducing to pure mechanism the performance of a variety of arithmetical operations, and a description of the instrument by the fourth volume of the Machine Approuvees other for that of multiplication, without how-ever developing their internal construction. dy constructed, and exhibits workmanship of nitz, the Marquis Poleni, and M. Leupold, directed their attention to the subject, and inonly the exterior of the machine; and Poleni communicated an account of his to the same work, but also explained its internal construc-Both of these machines, together with that of Leupold, were subsequently described in the Theatrum Arithmetico-Geometricum of the latter, published at Leipsic in 1727. We must not omit to mention the Abaque Rhab- bles, which could not otherwise be done withdologique of M. Perrault, inserted in the first out enormous intellectual and manual labor, volume of the work which we have referred to above, the Machines Approuvees, by the could not be calculated with the requisite ac-Paris Academy, which contains also an ac- curacy. Mathematicians, astronomers, and count of a Machine Arithmetique of M. Les-pine, and of three distinct ones of M. Hille-the real value of such tables; but it may be rin de Boistissandeau. In 1735, Professor proper to state, for the information of others, Gersten, of Giessen, communicated to the that seventeen large folio volumes of logarith-Royal Society of London a very detailed de- mic tables alone were calculated under the difference from the succeeding term, we find scription of an instrument of this nature which superintendence of M. Prony, at an enormous the result is always the number 2 (column C); he had invented, and the hint of which, he expense to the French government; and that and that the same number will always recur says, "I took from that of M. de Leibnitz, the British government regarded these tables in that column, which may be called the se-

bestowed upon instruments of a nature simi-lar to that we have just described, their pow-vance £5000 for that purpose. But, besides provided the first term (1) of the table, the er is necessarily but very limited, and they logarithmic tables, Mr. Babbage's machine first term (3) of the first difference, and the bear no comparison either in ingenuity or will calculate tables of the powers and promagnitude to the grand design conceived, and ducts of numbers, and all astronomical tables rence, are originally given, we can continue nearly executed, by Mr. Babbage. Their for determining the positions of the sun, moon, the table to any extent, merely by simple advery highest functions were but to perform the operations of common arithmetic; Mr. Bab-ciples have enabled him to integrate innumebage's engine, it is true, can perform these rable equations of finite differences—that is, operations; it can also extract the roots of when the equation of differences is given, he necessarily have the series numbers, and approximate to the roots of can, by setting an engine, produce at the end of odd numbers, 3, 5, 7, &c.; and again, by equations, and even to their impossible roots; of a given time any distant term which may successively adding each of these to the first but this is not its object. Its function, in con-tradistinction to that of all other contrivances mencing at a distant point. for calculating, is to embody in machinery the method of differences, which has never be-fore been done; and the effects which it is bage's own words. "As the possibility of capable of producing, and the works which, performing arithmetical calculations by ma-tion of such an engine as would produce this in the course of a few years, we expect to see it execute, will place it at an infinite distance from all other efforts of mechanical genius. ||ted with the subject of the division of labor, I Great as the power of mechanism is known shall here endeavor, in a few lines, to give to be, yet we venture to say, that many of the some slight perception of the manner in which most intelligent of our readers will scarcely this can be done; and thus to remove a small twelve hours marked on the face; and ever admit it to be possible, that astronomical and navigation tables can be accurately computed by machinery; that the machine can itself correct the errors which it may commit; and that the results, when absolutely free from error, can be printed off without the aid of human hands, or the operation of human intelligence. "All this, however," says Sir David which can be demonstrated to those only who bell; and let the clock B by a similar contribre with mathematics; but vance advance the hand of the clock A one tural Magic, "Mr. Babbage's machine can the mind, even of the reader who is but very division for each stroke it makes on its own

ing it actually calculate, and of studying its able to make this statement on personal observation." It consists essentially of two which he effected this object is to be found in inventor's views, for the whole advantage would be lost if the computations made by the of M. Gallon. In 1673, Sir Samuel Morland machine were copied by human hands and published an account of two different machines transferred to types by the common process. which he had invented, one for the perfor. The greater part of the calculating machine. mance of addition and subtraction, and the ry, of which the drawings alone cover up-About the same period the celebrated Leib. such extraordinary skill and beauty, that nothing approaching to it has hitherto been witnessed. In the printing part, less progress vented instruments for accomplishing the has been made in the actual execution, in same purpose by different methods. Leib. consequence of the difficulty of its contrivance nitz published his plan in the Miscellanea Be- not for transferring the computations from rolensia of the year 1709, giving, however, the calculating part to the copper, or other plate destined to receive them, but for giving to the plate itself that number and variety of movements which the forms adopted in printed tables may call for in practice.

The practical object of the calculating engine is to compute and print a great variety and extent of astronomical and navigation taand which, even if executed by such labor, which put me upon thinking how the inward to be of such national value, that they prostructure might be contrived."

* * posed to the French Board of Longitude, to who takes the trouble to carry on the table a Notwithstanding the skill and contrivance print an abridgment of them at the joint ex. | few terms further. Now, when once this is

> On the means of accomplishing this, we chinery may appear to non-mathematical real series of numbers is not so far removed ders too large a postulate, and as it is connecportion of the veil which covers that apparent time a string is pulled, each strikes on a bell mystery. That nearly all tables of numbers which follow any law, however complicated, may be formed, to a greater or less extent, solely by the proper arrangement of the successive addition and subtraction of numbers clock C advances the hand of the clock B one befitting each table, is a general principle, division for each stroke it makes on its own

readily conceive that it is not impossible, by construction with Mr. Babbage himself, I am attending to the following example. Let us consider the subjoined table. This table is the beginning of one in very extensive use, parts, a calculating and a printing part, both which has been printed and reprinted very of which are necessary to the fulfilment of the frequently in many countries, and is called a table of square numbers.

	A.	В.	C.
Terms of the Table.	Table of squares.	First Dif- ference.	Second Difference.
1	1	3	2
2	4	5	2
3	9	7	2
4	16	9	2
5	25	11	2
6	36	13	2
7	49		

Any number in the table, column A, may be obtained by multiplying the number which expresses the distance of that term from the commencement of the table by itself; thus 25 is the fifth term from the beginning of the table, and 5 multiplied by itself, or by 5, is equal to 25. Let us now subtract each term of this table from the next succeeding term, and place the results in another column (B), which may be called first-difference column. If we again subtract each term of this first. dition: for the series of first-differences may be formed by repeatedly adding the constant difference 2 to (3) the first number in column

Having thus thrown some light on the theoretical part of the question, Mr. Babbage proceeds to shew that the mechanical execufrom that of ordinary machinery as might be conceived. He imagines 3 clocks to be placed on a table, side by side, each having only one hand, and a thousand divisions instead of the numbers of the divisions to which the hand points. Let it be supposed that two of the clocks, for the sake of distinction called B and C, have some mechanism by which the

the division I, that of B to III, and that of C but he has not directly or indirectly received this by the close and diligent application of to II, pull the string of clock A, which will strike one; pull that of clock B, which will services. strike three, and at the same time, in consequence of the mechanism we have referred to above, will advance the hand of A three divisions. Pull the string of C, which will strike two and advance the hand of B two divisions, or to Division V. Let this operation be repeated: A will then strike four; B will strike five, and in so doing will advance the hand of A five divisions; and C will again strike two, at the same time advancing the hand of B two divisions. Again pull A, and it will strike nine; B will strike seven, and C two. If now those divisions struck, or pointed at by the clock A, be attended to and written down, it will be found that they produce a series of the squares of the natural numbers; and this will be the more evident, if the operation be continued further than we have carried it. steam engine. Such a series could of course be extended by this mechanism only so far as the three first figures; but this may be sufficient to give some idea of the construction, and was in fact, Mr. Babbage states, the point to which the first model of his calculating engine was directed.

In order to convey some idea of the power of this stupendous machine, we may mention the effects produced by a small trial engine constructed by the inventor, and by which he computed the following table from the formula x^2+x+41 . The figures, as they were calculated by the machine, were not exhibited to the eye as in sliding-rules and similar instruments, but were actually presented to it on two opposite sides of the machine, the number 383, for example, appearing in figures before the person employed in copying. The following table was calculated by the engine referred to:

41 131 383 797 1373 151 43 421 853 1447 1523 461 911 47 173 197 583 971 1601 53 61 228 547 1033 1681 593 1097 1763 71 251 1163 83 281 641 1847 1933 97 313 691 1231 1801 2021 113 347 743

While the machine was occupied in calculating this table, a friend of the inventor undertook to write down the numbers as they appeared. In consequence of the copyist writing quickly, he rather more than kept pace fabrics. How has the steam engine altered with the engine at first, but, as soon as five the case! Now although at Caligne (the figures appeared, the machine was at least equal in speed to the writer. At another trial, thirty-two numbers of the same table were calculated in the space of two minutes and thirty seconds, and as these contained eightytwo figures, the engine produced thirty-three figures every minute, or more than one figure in every two seconds. On a subsequent occasion, it produced 44 figures per minute; and this rate of computation could be maintained for any length of time.

It may be proper to add, that Mr. Babbage stated to the editor of this work, that he considered the powers of his machine as scarcely the future are strongly connected with the hisat all developed—indeed, that the automaton tory of the past. We see the dawn of brightwas yet but in its infancy. If such be the er things for renovated England,—not an obchildhood of this gigantic engine, what may scure indication, but a distinct appearance. other gentlemen, proceeded from the Bazaar we not expect from its maturity? There is a general belief that this gentleman has received land twice the sum it does on the continent. Rothschild on Stamford hill. The distance

London Mechanics' Institution. [From the London Farmer's Magazine.

Mr. Alexander Gordon concluded his short course of lectures on steam carriages on Fri-The following is his conclusion: day night.

Why, then, it is always asked, are steam carriages not running already on the highway, if the advantages be so great? Ignorance is the reason. You must remember, very few know any-thing of a steam engine; their business, their habits, their pleasures, their urgent duties, have prevented them. I venture to believe, that even in well educated society there is not 1 in 200 who knows wherein consists the difference of a highpressure steam-engine and a low-pressure you will find much to fill it up steam engine. It has not been necessary for ing it space in your thoughts.

You know very well that you cannot pass your hand from the crown of your head to the sole of your foot, and detect any piece of dress which is not directly or indirectly the produce of steam labor. Yet 1 in 200 of well educated society might be puzzled to say with certainty that steam had been instrumental in any part of their dress. Did they but know what it has done, they might speculate on what it can do. That mighty agent, which at the word of the Omnipotent removes hills and overturns mountains, exalts valleys, and rends the earth, which may be instrumental in the "wreck of matter and the crush of worlds," when lent to man does weave a fabric delicate in texture as the gossamer's web.

How few know that in one factory alone steam spins in a single day thread 60,000 miles in length, and yet so delicate that your breath would break its continuity.

Still we are told that steam carriages will never do the country any good.

It were a curious but a fair analogy to draw betwixt cotton productions and agricultural productions. In the former it does every thing—in the latter, what? Had not this beneficent agent been extended to us, our cotton and other manufactures would now be requiring protecting duties to encourage home production. The steam engine renders such unnecessary, and we have not only abundance at home, but a ready market abroad.

India was formerly our rival in cotton the case! Now, although at Calicut (the place that gives calico its name), in the East Indies, labor costs only 1.7th of what it does in England, we are enabled, I may say, by the steam engine, to card, spin, and weave Calicut-gown cotton at Manchester, to dye it, to print it, and, after affixing the Oriental mark, we export it again to India. Not only is the cheap labor of the natives of no avail; we rival them in their own market, after a carriage of 28,000 miles, and they cannot tell the difference of the article.

Corn can as certainly be produced for less than 60s. in England. The anticipations of

Having set the hand of the clock A to || instrument at the expense of the Government, | be extended to a thread of 17,000 yards, and tended into a thread of 167 miles long, with the attendance of a mere child.

Is it then too much, I ask, to expect that when the steam engine is our motive power on roads, and extends its blessings to agriculture,-to plough, to harrow, and to reap, that then corn restrictions will be nugatory, that then we shall have abundance at home, and may even export our corn? The cases are analogous. The results of machinery will be similar.

I cannot close this short course without thanking you for your attention, and express-ing my delight that I have found you interested in the subject. It is a momentous one. I have only shown you a meagre outline; you will find much to fill it up with by allow.

Let me remind you, that the decision of the committee of the House of Commons was conclusive in every particular, that "the steam carriage is one of the most important improvements ever introduced."

Let me remind you, that though Hargraves, the mechanic, was an illiterate weaver, he revolutionized the cotton trade. But the members of the Mechanics' Institution, having that knowledge which is power, are a thousand times more able in this instance to change the customs of the age. Hargraves contended single-handed; but here we can unite.

Now let each costermonger's wretched horse remind you of what horses suffer.

Let each quick-going stage remind you that the effective tractive power of the horse is, by the speed which obtains, reduced to a mere fraction, and is maintained at a loss of physical power equal to 88 per cent. the horses employed for every coach plying betwixt London and Birmingham are 100 in number, and that they do, in reality, consume the food of 800 human beings.

Let each pair of post-horses remind you that they consume the food of three fat oxen; in short, that the horses of the country consume the food of 16,000,000 of our fellow creatures. And when you hear of a shipload of emigrants, remember that, twist the case as you may, still the affecting truth will meet your inquiries—they are torn from home, country, kindred, and friends, to leave a sufficiency for the now unproductive consumers of their food.

History seems to point exultingly to the record of mechanics, and radiant with splendor shines the name of their philanthropic founder. Our excellent President (Dr. Geo. Birkbeck) has set you an example, and you will dim the lustre of his name if you remain silent or inactive spectators of this master movement in mechanics. Nay, you will betray a lack of sound philosophy and huma-nity,—a want of feeling for your starving fellow man, as well as a disregard for the appointments of our Maker.

Ogle's STHAM CARRIAGE. -On Saturday morning last, Mr. N. Ogle, accompanied by Mr. Baggage, Mr. C. Bisheoff, and several a large parliamentary grant as a reward for the question then is,—Can it be produced of seven miles was accomplished, notwithis invention; this is, however, a vulgar error. For less? Certainly. We remember that standing the crowded state of the roads, in the has superintended the construction of the 60 years ago a pound of cotton could only 81 minutes.—[True Sun.]

METEOROLOGICAL RECORD, KEPT IN THE CITY OF NEW-YORK. For the Weck ending Monday, April 22d, 1833.

[Communicated for the American Railroad Journal and Advocate of Internal Improvements.]

Date.	Hours.	Thermo- meter.	Barome- ter.	Winds.	Strength of Wind.	Clouds from what direction.	Weather and Remai	rks.
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	2 p. m.	58	.27	ENE-E	moderate		—cloudy	
	6 5	48	.24	E-ENE			cloudy	
	10	46	.20	ENE	••		_	
Wednesday, 1		42	.12	ENE	limba		••	
wednesday, 1		44	13	variable	light		••	
	10		.08		faint	!	••	
	2 p. m.	48			•••	saw brisk	••	
	6	47	.10		• • •	1	••	
	10	46	.13	1	calm	l .		
Fhursday , 1	8 6 a.m.	44	.16	waw	faint	WsW	foggy—fair	
•	10	51	.21	88W8	—light	1	fair	
	1	i	l	1	_	(wsw)		
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ra • 1 1	9 6 a. ma.	48	.36	l :	1:-i.		1.1	
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;	10	58	.28	l I	moderate] <u>{::</u> }	–	
	Í	1	i	i i		1 ()		
_	2 p. m.	68	.22	l l		wsw	– . .	
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Sunday, 2	1 6 a. m.	52	.09	sw	light	1	—foggy—fair	
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	6 P. III.	62	29.31	1 1	light		—	[POT
•	10	59	.84	,	uRur	i '	–	
M3 0		54	.89	l ::.		1		
Monday, 2				NW	moderate	1	clear	
	10	60	.94	NNW	:	WNW	fair	
	2 p. m.	68	.94	N-NE-ENE	light		••	
•	6	61	.94	ESE			clear	
•	10	57	l QC	1		1	fair	

Average temperature of the week, 53.62,

Account of the Arrival of the "Comet" Fire-||trade, traffic, and building, has had a similar

power which have been witnessed of late Messrs. Braithwaite & Co., of London.-This machine, which consists of a 6-horse thereby, rests upon a carriage, which can calunited power of 15 horses. The pumps, encourse of thirteen minutes. Its effects are and rims,) and can, notwithstanding the imextraordinary; and its utility has been alrea- mense weight of four tons, (when the boiler dy exemplified at several large fires in Lon-don, among which may be mentioned the Ar-on a paved road. Those patent wheels are House, Strand—and, lastly, the celebrated Artillery Company at Woolwich have made, brewery of Messrs. Barelay, Perkins & Co. according to the United Service Journal, such On the last occasion the engine particularly distinguished itself; and after the fire, and the total loss of the steam engine and pumping apparatus, it was of extraordinary service to the proprietors of the brewery in pumping, for 25 days, the beer brewed in the part of the strokes, 57 cubic feet per minute, or 3,130 building that was saved, to the vats, 50 feet cubic feet per hour, and throw it through the above the level of the street.

Engine at Berlin, and of the Experiments engine, but of still greater power, made by To the many useful applications of steam makers have named it the "Comet.' were several trials made of it to-day on the rizontal 10 inch double-acting pumps, which gyll Rooms in Regent street—English Opera on the same principle as those with which the satisfactory experiments. In the course of 20 minutes from lighting the fire in the boiler, the engine was started, and made then 20 to 25 strokes per minute. The pumps being 10 inches diameter, they will draw, with 25.14 As the double-acting pump of the engine, which is worked by a 6-horse steam engine, is 6½ inches diameter, and makes 30.14 inches double strokes per minute, it can pump in a day of 10 hours, 8,640 cubic feet, and, in 25 days, 216,000 cubic feet, English measure, to the height of 50 feet.

The Prussian Ministry of the Interior for

creased by giving it a quicker stroke. engine is destined, in particular, for the protection of the Royal Palace, the Cathedral, Museum, new Sufferance Warehouses and Courthouse, the Governor's Palace, his Majesty's Palace, that of her Grace the Princess of Lignitz, the Life-Guard House, the Finance Ministry Office, the Academy for Singing, the University, the Palaces of the Queen of the Netherlands and of his Royal Highness Prince William, the Library, the Office of the Minister of the Interior for Trade, &c., the Opera House, and the Royal buildings in Burg street.

For the supply of the great quantity of water necessary for the engine, cast iron suction pipes are to be laid under the pavement, with plugs to which the suction of the engine may be fixed. In consequence of this arrangement, the engine may be used as well for extinguishing the fire itself as for supplying other engines with water. As there are 400 feet of hose belonging to it, the water may even by that means be conveyed to great distances; and a large plane may be protected by placing the engine into a circle, the radius of which is 400 feet. Finally, it is scarcely necessary to observe how advantageous the application of steam is for working fire engines, whether they be on barges or carriages; in the first case without exception -in the latter where there is no want of water. The time of 13 or 20 minutes, which the generating of steam requires, with small or larger engines, is no drawback to their utility, as steam is generated whilst the horses are being put in, and while the suction is being connected to the water pipes by engines on carriages. The engine requires an engineer, a stoker, and one to four men to attend to the hose. It saves the strength of 42 to there m. de with it. [From the Aligemeine Messrs. Braithwaite & Co It works by an 105 men, according to its size, from six to Preusische Staats-Zeitung, for Dec. 2, engine of 15-horse power, and is the first of fifteen horse power; it does not tire, works its size made at their manufactory. The regularly, and requires no renormalist size made at their manufactory. There nution of a crowd, which is so disagreeable nution of a crowd, which is so disagreeable at a fire, and of the space necessary for many years, we have now to add that of working Building-ground of the Court-marshall office, small engines—the greater distance from the fire engines by steam. The merit of having in University street, which proved equally saffire in which this engine may be placed, and first manufactured such an engine is due to disfactory with those made for two whole days the simplification of directing firemen's exerat London. The engine consists of two ho. Itions,—are certainly-undeniable advantages. If, therefore, even the application of steam power steam engine, and the pumps worked are worked by two small steam engines of the fire engines by land may be with us but small, as sufficient water can only be produced near sily be drawn by two horses, and, in conse- gines, and boiler, with connectors, rest on rivers or canals, (there being no water-works,) quence of the peculiar construction of the four of Jones's (of London) patent wheels, the utility of these engines must call for steam boiler, can be brought into action in the (cast iron boxes, with wrought iron spokes) their general adoption in barges, where there is no such impediment.

AGRICULTURE, &c.

TURNING IN CLOVER FOR A WHEAT CROP.—
I shall in this essay treat of the wheat crop, which is the most important of all crops to the farmer. A man who has one hundred acres of cleared land, of common quality, ought to raise on an annual average one thousand bushels of merchantable wheat, and also rye, corn, oats, and potatoes, sufficient to defray the expenses of carrying on the farming. The wheat crop should always be clear gain.

Don't startle at this, farmer; if you do, it is hose to great heights and distances. To the you manage your farm. A man who has a a sure sign of the improper manner in which

tomary with many farmers. Much ploughing oil cake. They required no drink. The tur- To Boil Vegetables.—Vegetables should impoverishes land and is productive of no good nips thus fed produced me about \$75.—[Gene- be perfectly covered with water when boiling, Your wheat ground must be heavily see Farmer.] set in clover, and broken up after harvest with three horses, when the seed in the clover is ripe. By thus turning clover down after harvest, when the seed is ripe, it will never miss coming up in the spring, which frequently is the case when sown in the spring with seed. You also save between forty and fifty dollars ferable to any that has yet been brought beworth of seed annually, which it would take to fore the public. For the description and sow your ground. When clover is ploughed down after harvest, before you seed the field, treatise on the raising of bees in cities. you must harrow it with a light harrow the way you have ploughed it, in order to level the ground and prevent the seed when sown from rolling between the furrows, and coming up in rows. Never plough your seed in with shovels, nor harrow it in across the ploughing, when you have turned down clover after harvest, lest you raise the clover, but always harrow it in by twice harrowing with light harrows the way you have broken up your ground. Many farmers have ploughed down clover once, and finding that their crop was not bettered by it, but injured as they believed, have never at-tempted it again. This is almost invariably the case the first time clover is ploughed down after harvest, especially if the fall be dry and the winter frigid and close. In turning clover down you necessarily must plough the ground deep, and the first time you do it you turn up the clay, which being unmixed with manure of any sort on top, it is in a bad state to sow wheat in. The wheat after some time will sprout and come up, but will look yellow and very spindling. Its roots, after some time, will get down among the unrotted clover, and there will choak, and for want of moisture a great deal of the wheat will dwindle away and die. The unrotted clover, too, below, will keep the ground loose and springy, so that the frost will injure the wheat no little. But when clover is ploughed down a second time on a field, those bad effects to the wheat crop, arising from unrotted clover, are not experienced. You then turn up the clover from below, which was ploughed down before and which is a manure The seed sown on it now springs on the top. up directly, and before the winter sets in has taken deep root, and spread in large green flourishing branches. The clover now turned down rots very soon, in consequence of the rotten clover turned up, which, as manure, always keeps the ground moist, however dry the drawer, then the other, may be taken out, alterfall. You may go on now in this way farming : every time you turn up a coat of clover, turn down one, and your wheat crop will never fail, until your land become so rich that you will have to reduce it with corn.-[Hagerstown Torch-light.]

BUTTER.-A friend waited on us yesterday, to communicate the result of a process, which had been recommended to him, of restoring butter to its original sweetness. Incredulous as he was, he made the experiment, and he authorizes us to say it was entirely satisfactory. It consists simply of churning the butter with sweet fresh milk, in the proportion of about 3 lbs. of the former to half a gallon of the latter. Butter, thoroughly rancid, by this simple process, was rendered sweet and good. Our citizens, in view of the present scarcity and dearness of butter, of even tolerable quality, will not ail to appreciate this discovery.-[Fredericksburg Arena.]

FEEDING UPON TURNIPS AND STRAW. Ferguson gives us, in the Quarterly Journal of Agriculture, the result of feeding two sters twenty-five weeks, upon turnips and straw, the turnips half Swedes, or ruta baga. The steers were half and two-thirds short horned blood.

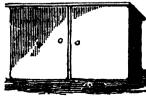
On the Cultivation of Bees in Single Hives and Dwelling Houses.



Fig. 1. This is a view in outline of a very valuable hive. The box is to be from one foot to twenty inches square. A back view, as presented in the above diagram, shows that there is a horizontal floor passing through the middle, dividing it into two equal apartments. In the lower, are cross bars for suspending the comb, as common to all hives. In the upper room, are two drawers, side by side, as represented, just filling the whole space. Through the bottom of these drawers, are small orifices, corresponding with two others through the horizontal flooring. Thus, it will be clearly understood, when the drawers are entirely in, the holes will correspond, so that the bees can run freely from the lower to the upper apartments or drawers. At the outside extremity of the drawers, (the one in sight,) a pane of glass is grooved, through which it can be ascertained what state of forwardness the deposition of honey is in. Outside of that, on a line with the box, is a slide door, represented, on the left side, as raised up, the object of which is to close it, for the exclusion of light. When the drawer is drawn out, a slip of tin is slid over the lower opening, to keep the bees below. First one nating, according to circumstances.



Fig. 2. This is a front view of the doctor's bee-house,-being made large enough to hold two hives, as will be noticed by the two lighting boards: no particular description is necessary, as its shape can be recognized. The door-way in the house should exactly correspond with the door-way of the hive, which is put in at the back side.



and no time should be lost in draining them the moment they are cooked through.

Potatoes should remain in the hot vessel until the water retained in them has evaporated.

Green vegetables should never be put into the water until it boils. They ought to be boiled quick while uncovered, and removed from the water just as soon as they are cooked through. Onions will be very fine and free from that unpleasant strong taste, when cooked in the following manner: Boil them about one hour in clear water; then drain off the water, and while hot put them into another quantity of water with a little milk and a turnip. Boil them in this water until they become soft,

and apply the usual dressing.

We believe this process of cooking onions is not generally known, and having obtained it from an experienced person, whose skill in the art of cookery is amply proved by her table, we recommend the mode to our female friends,

as worthy their attention.

FRENCH AND ENGLISH AGRICULTURE, COM-PARED.—The following comparative, showing the amount of animate and inanimate power applied to agriculture and commerce in France and Great Britain, is given by Mr. Charles Dupin. He takes the population of France at \$1,800,000, and England and Scotland at 15,000,000.

Applied to Agriculture in France.

Human race,	21,056,667	equal to	8,406,038
Horses,	1,600,000		11,200,000
Oxen and cows,	6,973,000		17,492,000
Asses,	240,000		240,000
i .			

Total 37,278,000 Applied to Agriculture in England and Scotland. 5,000,000 equal to Human race, 2,132,446 Horses. 2,250,000 8,750,000 Oxen, cows, &c. 5,500,000 15,750,000

24,632,446 Approximating estimate for Ireland, 7,455,701

Total for the United Kingdon, 32,088,147 Applied to the Arts, Manufacture and Commerce.

	Men power.	in Great Britain. Men power.
Animate force equal to	6,303,019	7.975.497
Mills and hydraulic engine	1,500,000	1,200,000
Windmills	253,333	240,000
Wind & steam navigation	3,000,000	12,000,000
Steam engines	480,000	6,400,000

Total force, 11,536,352 27,115,497 Approximating estimate for Ireland, 1,002,667

Total force for Great Britain,

By the above estimate it appears that France, with a population of \$2,000,000, employs in agriculture, the arts, and commerce, a conjoined animate and inanimate power equal to 48,814,890 able men; and that Great Britain, with its population, (say 28,000,000,) employs a power equa to 60,206,311. That the inanimate power applied in England and Scotland to agriculture is equal to twelve times the human force, while in France it does not exceed five times; that the inanimate power applied to manufacture and commerce in Great Britain is four times greater than in France; and that the whole animate and inanimate power engaged in manufacture and commerce in Great Britain is nearly treble the amount of that so occupied in France.

Animal Power.—Dupin states, that in Great Britain the animal power is eleven times as the manual power, while in France it is only were hair and two-thirds short horned blood.

No. 1 gained 406 lbs., No. 2 gained 336 lbs.
The daily consumption of turnips was about 200 lbs. per day to each animal. I once fed four bullocks about seventy days upon ruta baga, at the rate of two bushels each per day.

They are hardly any thing else, even refusing from place to place.

Fig. 3. The back view of the same house four times as great. Also, that Britain consumes three times as much ment, milk and cheese, as France. In Hanover there are 193 and removing the hives. Trunk handles, on the locks about seventy days upon ruta baga, at the rate of two bushels each per day.

They are hardly any thing else, even refusing from place to place.

On SETTING WHEAT.—This is a method which || is reckoned one of the greatest improvements in husbandry that was made during the last cen-

It seems to have been first suggested by planting grain in a garden for mere curiosity, by persons who had no opportunity of extending the cultivation for profit. This was first attempted at Norwich; and a few years after by one of the largest occupiers of land in Norfolk, who set fiftyseven acres in one year. His success from the autumn he set 500 acres, and has continued the practice ever since. This noble experiment established the practice, and was the means of introducing it generally among the intelligent farmers in a very large district; there being few who now sow any wheat, if they can procure hands to set it. It has been generally observed that although the set crops appear very thin during the autumn and winter, the plants tiller and spread prodigiously during the spring. The ears are indisputably larger, without dwarfish or small corn; the grain is of a larger bulk, and specifically heavier per bushel than when sown.

The lands on which this method is particularly prosperous, are either after a clover stubble, or on which trefoil and grass seed were sown the spring before the last. These grounds, after the usual manuring, are once turned over with the plough in extending flag or turf, at ten inches wide; along which a man, who is called a dib-, bler, with two setting irons somewhat bigger than ramrods, but considerably larger at the lower end, and pointed at the extremity, steps backwards along the turf, and makes the holes about four inches asunder every way, and one deep. Into these holes the droppers (women, boys, and girls,) drop two grains, which are quits After this, a gate bushed with thorne sufficient. is drawn by one horse over the land, and closes weeds, by weeding or hand hoeing. Setting of wheat is a method peculiarly beneficial when corn is dear; and if the season is favorable, may be practised with great benefit to the farmer. Sir Thomas Beever, of Hethel Hall, in Norfolk, found the produce to be two bushels per acre more than from the sown wheat; but having much less smaller corn intermixed with it, the sample is better, and always fetches a higher price, to the amount generally of 2s. per quarter. This meamount generally of 2s. per quarter. thod, too, saves to the farmer and the public six pecks of seed wheat in every acre; which, if generally adopted, would of itself afford bread for more than half a million of people. Add to these considerations the great support given to the poor by this second harvest, as it may be called, which enables them to discharge their rents and maintain their families without having recourse to the parish. The expense of setting by hand is now reduced to about six shillings per acre; which, in good weather, may be done by one dibbler, attended by three droppers, in two days. This is five shillings per day; of which, if the dibbler gives to the children sixpence each, he will have himself 3s. 6d. for his day's work, which is more than he can earn by any other laber so easy to himself. But if he have a wife who dibbles with him, and two or three of his own children to drop to him, his gains will then be very important, and enough to insure a plenty of candidates for that work, even in the least populous parts of the country. But the profit of this method, in seasons when seed corn is very cheap, or the autumn particularly untavorable to the

practice, must certainly be lessened.

This, then, is one of the improved methods of farming which the Agricultural Employment Institution ought to adopt. Transplanting wheat is another source of employment for the redundance of employment for the redundance of employment for the redundance. dant poor, the beneficial results of which may be seen at the Exhibition of Arts, Charing Cross, No. 21. Attached the seen at the Exhibition of Arts, Charing Cross, No. 22. Attached the seen at the Exhibition of Arts, Charing Cross, No. 22. Attached the seen at the seen sent there by Mr. E. J. Lance, of Lewisham.[British Farmer's Magazine.]

MADDER.—This is an article of great importance to manufacturers, in procuring red coloring matter, and it is one which may be raised profitably by our farmers. Mr. Russel Browson, of Bridgewater, has published in the New-England Farmer, the method employed by him and his neighbors in cultivating it, and we submit the following abridgment to our readers, in hopes that it may lead some of them to consider whether it would be a profitable business or not.

The soil should be rich, deep and loamy visible superiority of his crop, both in quantity should be ploughed very deep twice in the fall and quality, was so great, that in the following and left rough over winter, and rough again in autumn he set 300 acres, and has continued the part of April. The planting should be done in the latter practice ever since. This noble experiment especially. way, with two slips in a hill a foot apart. slips are taken from the old roots in the fall, and may be transported any where, and kept by being buried in a dry piece of ground covered with three or four inches of earth; when planted, and when three inches high, the plot should be weeded and a little earth thrown round the stems of the plants. When six or eight inches high, plough and hoe. The tops fall over on the ridges, and should be laid each way crosswise, and covered with earth, except the ends or buds; in a few weeks they may be spread parallel with the ridges, and should be wed and covered with more earth, the last earthing to be in September. The second season the culture is similar, except that the tops do not lop over till they are a foot high. The earthing should be done in the after part of a dry day. The third season pursue the same course, except no earthing need be done after the first of August, and as soon as the frost has killed the tops, the roots should be dug up, washed thoroughly, partially dried in the sun, and com-pletely dried in a kiln, with a slow heat. The ridges of hills, if well attended to, will be three or four feet broad at the base, and a foot and a half or two feet high, and completely filled with roots, which, after washing and drying, should be ground up the holes. By this mode three pecks of grain in the grist mill, when the madder is ready for are sufficient for an acre; and being immediately sale. The whole expense of raising, washing, buried, are equally removed from vermin or the and grinding, is estimated at 7 cents a pound. power of frost. The regularity of its rising gives It sells at from 22 to 24 cents, leaving a net prothe best opportunity of keeping it clear from fit of 15 or 17 cents on a pound. An acre will yield 1500 pounds, or, converted into money, \$255 clear profit. Divide this by three, the number of years requisite in bringing it to maturity, and it will yield a net annual profit on an acre of ground of \$85. This is no dreamy speculation; it has been realized for some years by farmers in Bridgewater, and can be realized by others if they take up the business. Seed may be obtained of those farmers, at the rate of five dollars a bushel—about five bushels are required for an acre.—[Greenfield Gaz.]

In the colonizationist, and Jova

> EFFECT OF REMOVING FRUIT TREES.-The facts I shall adduce will be such, and such only, as are capable of being supported by the best testimony.

> 1st. I can show that a tree sprang up at a distance from a gentleman's house, and was found to produce fruit of a superior quality. The gentleman removed the tree near to his dwelling, and in doing it, entirely altered and spoiled the fruit.

> 2d. A gentleman was showing me his orchard of about one hundred trees, perhaps more. He told me that the seeds from which that orchard sprang were all taken from an excellent sweet apple; and that in his orchard he had sixteen trees precisely the same as the original apple. asked him if he was careful to set the tree in the orchard as it stood in the nursery? He told me he did, as near as he could without a compass. Probably with the sixteen he hit the mark.
>
> 3d. I know a man who raised a nursery from

the seeds of a black gilliflower. He transplanted the trees without any regard to the position of them in the nursery, and not one of them was like the parent. But one that was permitted to remain in the nursery, proved to be a perfect Boys' and Gials' Lierary of Userul Knowledge.

4th. I know three trees, now standing in a No one at this day knows what was the quality portion of Natural History embraced in the habite of the fruit from which the seeds were taken.

5th. In orchards upon strong warm land, at the foot of the Green Mountain, you may find a good proportion of the fruit of a choice quality, while trees from the same nursery, transplanted to the top of the Green Mountain, uniformly pro-

duce the worst of fruit.

I have been acquainted with the fruit upon the Green Mountain, through the whole length of it, and have never found a pleasant natural fruit

apple.

I would here observe, that a tree grafted or budded in the nursery, will not change the character of its fruit by transplanting.—[Utica Sen-

NEW-YORK AMERICAN.

APRIL 20, 22, 23, 24, 25, 26-1833.

LITERARY NOTICES.

The National Calendar for 1834: Washington, PETER FORCE.—This annual publication, in maintaining its accuracy and usefulness, increases, we may hope, as it certainly should, in circulation. It is of general interest, and should, therefore, be generally patronized.

NEW MONTHLY MAGAZINE, Boston, Allen & Ticknor: New-York, C. W. Francis.—Those republic tions of noted London periodicals, are like those of the Foreign Quarterly and Westminster noticed last Saturday, cheaper than the originals in price, but less sightly, because of their smaller type and double columns. Nor, to say truth, do we much like them in other respects (we refer to the Magazines, not the Reviews,) for the substance of them in all that can materially and advantageously affect us, is transferred through many different channels into the mass of reading presented to Americans. Still, if there is a demand for the work, let it be met; and it is thus far well met by the publishers of these numbers for January and February.

THE AMERICAN JOURNAL OF SCIENCE AND ARTS: conducted by Benj. Silliman, M.D. &c. &c.: Vol. XXIV. No. 1; April 1833 .- New Haven; HEL Howz & Co.—The contents of this number are varied as usual. The first paper, on the Georgia gold mines, will attract attention, as speculation in such property is on the alert. The most striking article to us is the analysis of Babbage's book on "The Economy of Machinery and Manufactures." It furnish-

THE COLONIZATIONIST, AND JOURNAL OF FREEDOM, No, 1; Boston: Gro. W. Light & Co.-The great, the difficult, but the inevitable topic with which this publication is connected—the abject state of the colored population of the United States, and the measures best adapted for bettering it-will, however reluctant men may be, force itself upon attention more and more daily. Great Britain and France are both engaged in projects for abolishing slavery in their colonies; and it is certain that slavery will be there abolished. This country-afflicted by the same blight and curse-cannot if she would look on with folded arms, while such things are passing at her threshold and hence we see with pleasure this periodical, which promises to conduct its discussions with calmness and in a spirit of charity. Never were they more needed, or can they be more welcome, for fanaticism may here be of incalculable evil.

CRUDEN'S CONCORDANCE TO THE NEW TESTAMENT; New York, D. Appleron.—This little pocket volume

Boys' and Girls' Library of Useful Knowledge No. VI.—New York: J. & J Harper.—Natural Hisand fermation of the smaller animals and insects:

Instruction is agreeably imparted in a series of Conversations, and the striking objects,—such, for instance, as the air-exhausting apparatus of the fly's foot—are presented in wood cuts, magnified, as when seen through a microscope. This little volume cannot fail to interest and improve the young readers for whom it is designed.

A TREATISE ON OFFICS, by Sir DAVID BREWSTER. First American Edition, with an Appendix containing an Elementary View of the Application of Analysis to Reflection and Refraction, by D. M. BACHE, A. M. Professor of Natural Philosophy and Chemistry, in the University of Pennsylvania, &c. Philadelphia: Carey, Lea, & Blanchard.—This is the approved work of an approved Philosopher, with additions by a distinguished Professor of our own country, and as such will be welcomed by those whose scientific pursuits and attainments enable them to judge of its value.

THE COLD WATER MAN, or Pocket Companion for the Temperate, is the title of a little volume, which examines the pros and cons of of the Temperance Cause, with a conclusion, of course, as its name denotes, against any use of ardent spirits.

It is an earnest and somewhat coarse appeal, against the evils of drunkenness; and is upon the whole less temperate in its honest and well-meant zeal, than a preacher of temperance of any sort should be. There are certain minds, however, to which such language is not repulsive—and with those it may do good. It is for sale at the office of the City Temperance Society, 129 Nassau street.

MEMOIR OF THE LOVES OF THE POETS; by the Authoress of the Diary of an Ennuyée; 1st American, from the 2d London edition; 2 vols.: New York, J & J. HARPER.—Here we have again two charming volumes from the pen of Mrs. Jameson, whom we had so recent an opportunity of warmly praising for her 44 Characteristics of Women." It is in honor of her own sex, and to illustrate the influence women have exercised over, and the immortality they have received from, the greatest names in ancient and modarn poetry, that this tasteful champion again takes the field. In the course of the biographical sketches which are here given, many charming literary anecdotes, beautiful poetical portraits, and amusing incidents connected with illustrious names, are brought together and worked with skill, and soothe to say, with some partiality, into one swelling tribute to the worth and just influence of women. As an instance of the skill referred to, we would point to the manner in which the story of Leonora D'Este is told, and the impression which it leaves upon the mind, that the woman loved with all the fervor of such a soul as Tasso's, was not insensible or indifferent to the inhuman outrage inflicted by her brother upon the poet lover, of confining him as a lunatic. We will let the author speak for herself on this point :

A cruel, and, as I think, a most unjust imputation, rests on the memory of the Princess Leonora. She is accused of cold heartedness, in suffering Tasso to remain so long imprisoned, without interceding in his favor or even vouchsafing any reply to his affecting supplications for release, and for her mediation in his behalf. The excuse alleged by these who would fam excuse her,—"That she feared to com-promise herself by any interference," is ten times worse than the accusation itself. But though there exists, I suppose, no written proof that Leonora pleaded the cause of Tasso, or sought to mitigate his sufferings; neither is there any proof of the contrary. We know little, or rather nothing of the private intrigues of Alphonso's palace : we have no " mémoires secrètes" of that day; no diaries kept by prying courtiers, to enlighten us on what passed in the recesses of the royal apartments: and upon mere negative presumption, shall we brand the character of a woman, who appears on every other occasion so blame less, so tender-hearted, and beneficent, with the im-putation of such barbarous selfishness? for the honor of our sex, and human nature, I must believe it ith-

In no other instance was the homage which Tassot wed to pay to high-born beauty repaid with ingratitude; all his life seems to have been an object of affectionate interest to women. They, in his misery, stood not aloof, but ministered to him the oil and balm, which seothed his vexed and distempered spirit. 'The Countess of Sala and Scandiano never forgot him. Lucretia Bendidio, who had married into the Machiavelli family, sent him in his captivity all the consolation she could bestow, or he received The Duchess of Urbino (Lucretia d'Este,) was munificently kind to him. The young Princess of Mantua, she for whom he wrote his "Torrismondo," loaded him with courtesy and proofs of her regard. He was ill at the Court of Mantua, after his release from Ferrara; and her exertions to procure him a copy of Euripides, which he wished to consult, (an anecdote cited somewhere, as a proof of the rarity of the book at that time,) is also a proof of the interest and attention with which she regarded him. It happened when he was at the Court of the Duke Urbino, that he had to undergo a surgical operation: and the sister of the Duke, the young and beautiful Lavinia di Rovera, prepared the bandages, and applied them with her own fair and princely hands: a little instance of affectionate interest, which Tasso has himself commemorated. If then we do not find Leonora publicly appearing as the benefactress of Tasso, and using her influence over her brother in his behalf, is it not a presumption that she was implicated in his punishment? What comfort or kindness she could have granted, must, under such circumstances, have been bestowed with infinite precaution; and, from gratitude and discretion, as carefully concessed. We know, that after the first year of his confinement, Tasso was removed to a less gloomy prison; and we know that Leonora died a few weeks afterwards; but what share she might have had in procuring this mitigation of his suffering, we do not know; nor how far the fate of Tasso might have affected her so as to hasten her own death. we are to argue upon probabilities, without any pre-ponderating proof, in the name of womanhood and charity, let it be on the side of indulgence; let us act believe Leonora guilty, but upon such authority as never has been,—and I trust never can be pro-

The partiality we speak of, is most strongly shown in the manner in which Laura's conduct to Petrarch is justified—conduct, which must, we fear, man being the judge, be pronounced the result of cold, calculating, deliberate coquetry. In the second volume justice is done upon the odious treatment by Swift of his Stella and Vanessa; and none can gainsay the sentence passed by this female judge upon the conduct towards two of the loveliest and most devoted of her devoted sex, of one, whom, on this occasion, manhood too must scorn. But we must take leave of these volumes, which will have many readers.

SELECTIONS FROM THE WRITINGS OF MRS. SARAH HALL, Author of Conversations on the Bible.—1 vol. Philadelphia: Harrison Hall.—The previous publication of Mrs. Hall met with so much favor as as to go at once through several editions. This selection from her lighter papers is a posthumous tribute of affection and admiration, and will not detract from her reputation. Mrs. Hall was born and died in Philadelphia. She was the centre of the circle which Denney, and the writers for the Port Folio constituted. The whole tone of these lighter pieces is such as good taste and good morals will approve.

PATTIE'S NARRATIVE is the title of a new work, edited by Mr. Flint, of Cincinnati, which we have received from Peter Hill, Broadway, and shall notice hereafter.

THE DAILY AND PERIODICAL PRESS OF FRANCE.—
We received by the last Havre packet from the "Newspaper Correspondence Office" of Messrs I.
Bresson & Bourgoin at Paris, a large sheet, containing the names and places of publication of every newspaper and periodical publication in Paris and the departments—and our surprise at their number, closely as we thought we had watched the spread of these vehicles of intelligence in France, was truly great. There are published in the departments two hundred and forty-three papers—some daily, some tri-weekly, some semi-weekly, seme weekly, and

some monthly. Bourdeaux has five daily newspapers and one weekly. Contrast Liverpool in England with this, which has not a single daily paper. Lyons has four daily papers, two tri-weekly, and one weekly and one monthly—Haure has two daily, one weekly, and one monthly.

In Paris, thirty-one daily papers are published—of which two are evening, three midday, and the remainder morning publications—leaving 186 periodicals more, recurring at less than two months interval and mostly weekly or monthly, to fill up the sum of 217.

According to a circular dated the 15th February from the Directors of the Office of Correspondence, whence we received the statement of the French press, "more than one hundred journals or periodicals have been established within the past year, chiefly in provincial towns." With such activity and impetus given to the public press in France, what hope can there be of maintaining any doctrines which imply right or superiority in any one portion of mankind—whether kings, priests or nobles—to rule the rest?

We cheerfully comply with the request of Messrs. Bresson and Bourgoin, to insert the following notice a Messrs. Bresson and Bourgoin, Directors of "the Newspaper Correspondence Office," established in Paris three years ago, have just published a new statistical table presenting for the year 1833, the authentic list of all the papers and periodicals which are published in France. The utility of such a publication cannot be overrated.

SUMMARY.

[From the Baltimore Patriot.] CUMBERLAND, (Md.) April 15, 1833.

Fire at Cumberland .- Mr. Munroe: I hasten to inform you of the calamitous fire which occurred to our town yesterday. The fire broke out about 10 o'clock, P. M. and before many minutes, not less than 15 or 20 houses were in a blaze. It commenced in a cabinet maker's shop in the north part of the centre of the town, and the wind being high, it soon communicated to other buildings, and was not checked in its ravages until about 75 houses, comprising the very heart of our town, were in ruins, and more than that number of families are now without homes, most of them not even saving more than the clothing upon I have not time to give you a list their backs. even the principal sufferers. Our loss is great. But one store remains in the town, (Bruce & Beall's) and their loss is considerable. The three principal Hotels are burnt, and both Printing-Offices. I have nothing saved but my books and accounts. Most of the houses burnt were brick and two story log buildings.
Yours, S. Charles, Editor 'Civilian.' Yours,

FIRE IN CUMBERLAND.—An Extra from the office of the Hagarstown Torch Light, communicates some further particulars. A meeting of the inhabitants of Cumberland was held on the fifteenth instant, and a committee appointed to draft an address to the people of the United States, in behalf of the sufferers, who are as follows:—

George Hoblitzell, 3 or 4 houses: Joseph Everatine 3 do; George Wincow 1 do; Dr. Lawrence, 1 do; B S Pigman 2 do; Lownds 1 store; Geo Hobb 2 houses; John T Sigler 1 do; late John Scott 1 do; Dr L P Smith, and R Worthington, 3 do; Bank property, 3 or 4 do; Thomas Dowden, 2 do; Henry Wincow, 1 do, and \$1,500 cash: Adam Fisher, 1 or 2 do; Martin Rizer, of M. 1 do; S Bowden, 1 do; J M Buchanan, 1 do; Mrs Frethy, 1 do; John G. Hoffman, 2 do; Shrive, do; Robert M'Cleery, 2 or 3 do; Mrs. Gephart, 1 do; Robert Swan, 2 do; Dr J M Smith 2 do; Mrs Taylor, 1 do; Samuel Hoblitzell, 1 do; besides others, mostly brick houses and 2 story log buildings.

2 story log buildings.
7 Merchants, whose loss in real and personal property, and goods, is estimated at 94,000
3 Physicians 12,000

9 Hotels, including the loss of the owners, 30,000
30 Mechanics, (real and personal property, stock, &c.) 71,000

Citizens not included in the above description,
Citizens not residing in the town,

Citizens not residing in the town, 14,000

Tetal loss, 9969,000

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91,000

navigation throughout the entire line on Monday. About forty boats, says the Argus, obtained clearances, and departed for the west and north. There were of course no arrivals except from the immedi ate vicinity.

It will be perceived by the following article, from the Northern Pennsylvanian, that business has been resumed on the Railroad of the Delaware and Hudson Canal Company. The Canal, it is understood will be opened for business on the 25th instant.

Business Resumed .- Operations on the Carbon Wein dals Railroad commenced on the 8th instant. common, we presume, with every one in Carbondale. and the adjacent country, contemplate with satisfaction and deep interest the prospective business of the year; for most heartily do we wish the company the success and prosperity which their enterprize and spirit deserve and must command. We consider its prosperity and that of the surrounding country one and the same. The report of the board of trade to the coal mining association of Schuylkill county, was published in the Miner's Journal some time since in which the business of the Delaware and Hudson Canal Company for the present year was estimated at 95,000 tons. This error we now take occasion to correct; that quantity of coal passed over the Rail. road last year, and we are assured on the best authoat the quantity this year will not be less than 120,000 tone; and may be extended to 140,000, should the company deem it expedient. The road is fully equal to the delivery of that quantity, to say nothing of the coal now at Honesdale. The company is provided with boats, also, to that extent. The mining has been going on during the past winter, and there is now a large quantity of coal at the foot of the first plane, equal in quality, we will venture to say, to any that has been or will be mined this year in Pennsyl-

We are requested to state that the Camden and Amboy Rail Road Company, will commence running on Thursday the 25th inst. three lines daily, for Phil-

the papers of that place speak of her in the highest terms. The George Washington, another new steamboat, and the largest ever cast upon our waters, was launched at Huron, Ohio, on Tuesday, the 9th inst. She is of 600 tuns burthen, built by Mr. Pangburn and owned by the Huron Steamboat Company and will be ready for the Lake by the 1st of July.

[From the Cincinnati Gazette, 13th inst.] CANAL TRANSPORTATION.—We are indebted to Messrs. Mills and Townsend, agents for the New York and Ohio transportation lines, for the following communication received by them from Alfred Kelly, Esq., acting canal Commissioner of the Ohio Canal:

Persons engaged in commercial pursuits, and particularly those who receive merchandize from the stern cities, or send property of any kind to those cities, will be interested in learning that such important reductions have been made in the rates of tell, both on the Erie Canal of New York and on the Ohio Canal, as will materially reduce the cost of transportation between the western country and the seaboard, by way of the lake and the Canals. On the Eric Canal of New York, the tolls on the

staple articles of agricultural produce, such as flour, wheat, beef, pork, lard, whiskey, &c., have been reduced from 7 to 5 mills per 1000 lbs. per mile, and on merchandize coming from tide waters, from 14 to

12 mills per 1000 lbs. per mile.

Ohio Canal, the toll on the staple articles of agricultural produce, in all distances beyond 200 miles, have been reduced from 5 to 3 mills per 1000 lbs. per mile. The toll charged on the staple articles of agricultural produce from Portsmouth to Cleave land is 15 cents, 8 mills per 1000. Sugar and mo lasses in hogsheads or barrels, cotton in bales, and manufactured tobacco, transported from the Ohio river to the Lake, throughout the whole length of the Ohio Canal, and charged with toll at the rate of five mills per 1000 lbs. per mile. Under the present rates of toll, flour may be transported from Cleaveland to of toll, flour may be transported from Cleaveland to New York for \$1,00 per barrel, covering all ex-penses, and for about \$1,62 from Portsmouth, and other staple articles at the same prices, according to

THE ERIS AND CHAMPLAIN CANALS were opened for || lbs., and at Cincinnati \$2.37 1.2 to \$2,40, covering || The French Ambassador has concluded a convention all expenses at intermediate points.

On Lake Erie arrangements have been made to have two steam boats leave Buffalo every day for Cleaveland, and the other for Detroit by way One steamhoat leaves Cleaveland for Cleaveland. Buffalo, and one touches at Cleavoland on its way from Detroit for Buffalo each day. This arrange-ment will expedite the transmission of goods between New York and the western country, and together with the arrangements made for the tow boats on the Hudson river, will prevent those delays in the for-warding of merchandize which have heretofore been the subject of complaint. The average time required to transport goods from New York to Portsmouth on the Ohio will not exceed 17 to 20 days."

RISE OF REAL ESTATE.—The lot of ground at the corner of Wall and William sts. with an old brick building covering the premises and measuring 29 feet front, by 42 feet in depth, sold yesterday by auction, for forty thousand seven hundred and fifty dollars.— Mr. Rufus L. Nevins was the purchaser. Only nine Mr. Rufus L. Nevins was the purchaser. years ago this same property was bought by the late Gen. Mapes, at the sale of Isaac Classon's Estate, for sixteen thousand five hundred dollars. The present sale is about thirty-four dollars a square foot,

Explosion .- We learn that the Bellona Powder Works, about 7 miles from Baltimore, were blown up on Sunday, at half past 2 o'clock. Although the works are nearly destroyed, we are gratified to hear no lives were lost.-[Mere. Adv.]

Another Steamboat Lost .- The Louisville Herald ays, that the steamboat Trenton was snagged in the Missouri, on the 2d instant, about 18 miles above the mouth, and sunk in about 15 minutes. The passengers and crew were saved, together with a considera-ble portion of the freight.—[Merc. Adv.]

Tobias Watkins has at length been released from his long imprisonment for debt. Severe indeed has been the penalty of his transgression.

[From the Cincinnati Herald, of 15th inst.] ANOTHER DESTRUCTIVE FIRE.—We learn from the Captain of the Steam Boat Juniata, which arrived at this port last evening, that Portsmouth has suffered very much from a distructive conflagration. It is LAKE ERIE NAVIGATION.—The Buffalo Journal of the 17th inst. says—Steamboats are running between Dunkirk, forty-five miles up the Lake, and Detroit.

The Uncle Sam, built at Detroit, is under way, and the papers of that place speak of her in the bigheau terms. The George III.

Black Hawk, the celebrated Indian Chief, with his two sons, the Prophet, and one or two other Indians, passed through Cincinnati on the 12th instant, as hostages to the United States, on their way to For-tress Monroe.

KEY WEST, APRIL 8 .- I write you amidst disease and desolation. The Cholera made its appearance here about a week since, and two days after, all the garrison except one officer and three men, left for the Main land. The inhabitants of the Island are leaving as fast as opportunities occur; and to add to our misfortunes, I fear our best physician will go -[Journal of Commerce.]

FOREIGN INTELLIGENCE.

LATEST FROM FRANCE.—The Charles Carroll from Havre, brings us our Paris files to the evening of the 23d ult.

The rumor of the occupation of Smyrna by the troops of Ibrahim Pacha, is derived from a letter from Trieste, without date, published in the Messager des Chambres of 22d, as follows-"A vessel which arrived here yesterday from Smyrna, in 15 days passage, announces the occupation of that place since the 20th of February by Ibrahim Pacha, with 30,000 troops."

The negotiations at Constantinople between Adl. Roussin of the French navy and the Turkish government-of which the double object seems to be to exclude Russia from any control in the affairs of the Porte, and to induce Mehcmet Ali to recall his victorious son-were brought to a point on the 27th Feb, in the form hereinafter expressed.

Constantinople, Fee. 27 .- "The din of arms had subsided, but diplomatic nogotiations have become more active. Admiral Roussin has daily conference with the Reis Effendi, and enjoys the utmost confidence of the Porte. M. de Botineff, the Russian Am-

with the Divan, the substance of which is as follows -1. Hostilities between the two contending partiare to cease by sea and land. 2. Ibraham Pacha, shall evacuate those parts of the Ottoman empire which on the peace being signed, are to be restored to the Sultan, to be again under his immediate sovereighty as before the war. 3. The Russian fleet shall quit the Bosphorus. 4. Mehemet Ali shall be endowed by the Porte with the vassalage of the districts of St. Jean d'Acre, Jerusalem, and Tripoli. 5. Mehemed Pacha shall recognize the Sultan as his Lord paramount, and take the usual oath of allegi-6. The Port will facilitate by every mean ance. its power, the return of the Egyptian army. 7. The French Government pledges itself to employ its utmost influence to bring about a convention on these basis between the Porte and Mehemed Ali. This is the purport of the convention which has been signed by the Reis Effendi and Admiral Roussin. urks are now in high spirits; the Capital appears to be safe, and hostilities are suspended. thing indicates that the French, are acting with the perfect concurrence of Mehemed Ali. The latter wished to have all Syria conferred upon him, but according to the preceding articles he must content himself with only a small portion of that Pachalik.— If no mutual understanding existed between Admiral Roussin and the Viceroy of Fgypt, the French Am bassador would run the risk of compromising himself at Cairo, and of seeing his stipulations rejected. rious collisions might then arise between the Cabinet of Paris and Mehemed Ali, as Admiral Roussin has solemnly guarrantied to the Porte the acceptance of the stipulated points. The English Charge d'Affairs has sanctioned the proceeding of the Free sador, and used his influence with the Porte to in duce it to accede to the above convention. The Austrian Internuncio, Baron l'Ottenfels, has acted inthe same sense."

Paris, March 22.—The Tribune and the Eche Français of yesterday were seized—the former for its leading article relative to the condemnation of the National and the Charivari, and the latter for having copied the same article.

According to the Messager des Chambres, orders have been given at St. Etienne and the other m factories of arms in the kingdom, for the suspense of the fabrication of arms for the present

All the movement journals announce that a committee, consisting of General Lafayette, MM. Dupout de. l'Eure, Odilon Barrot, Marshal Clausel, MM. Masguin, Berenger, and Chatelain, is to receive subcriptions to repurchase M. Lafitte's hotel, which they call "the bivouse of the revolution."

The Superb, ship of the line, sailed a few days ago from Toulon, to convey 500 men of troops to Bona.

The Marengo is to take 500 or 600 men of the 66th, and transport them to Oran.

According to letters from Corfa, King Otho has already appointed six Greeks to be Generals.

Most of the chiefs in the kingdon of Greece ha summoned their adherents to take the oath of allegiance to Otho, the new sovereign.

PRUSSIA.—BERLIN, MARCH 10 .- " For some days past reports have been current that the London Ca ference would be revived. Prussia feels the ebstinacy of the King of Holland, and wishes to see an end put to it. The Budget of the War Department for the year 1831, amounted to 49,750,000 thalers, which is double that of ordinary times."

Several projects of law imposing taxes were pass ed by considerable majorities in the sitting of the Second Chamber of the State General on the 16th March, at the Hague.

SPAIN.—BAYONNE, MARCH 16.—A letter has arrived to-day from Irun, announcing a partial change in the Spanish Ministry. Gen. Morillo takes the place of Gen. Cruz; San Martin has the Department of the Interior; and the Duke de San Fernando succeeds M. Zea Bermudez as Minister of State. A Spanish courier has passed through this town this morning, and is said to be the bearer of despatches for the French Government.

IMPORTANT.—This morning only we received the annexed letter from Hayre, written at the moment of the departure of the Charles Carroll. It is important, as showing-if the intelligence by estafette from Paris be well founded—that the negotiation between the French Admiral, the Porte, and Mehen weight. Merchandize may be delivered at Ports. dence of the Porte. M. de Botiness, the Russian Am. Ati, for checking the march of Agranm, nea ween mouth from the city of New York for \$2,25 per 1000 basesdor, is seen but seldom in the palace of the Porte. disregarded by the latter—that Sir S. Canning had



HAVRE, March 24.

The Charles Carroll is going out. The Es afette, from Pavis se news of Genl. Solignac having taken 600 prisoners in a sortle from Oporto; and that the Egyptian army, by the latest accounts. was marching on Constantinople.

You will have heard Canning's negociation has failed. The Spanish governm ent is not disposed to join England and Franc painst Miguel. The eternal Dutch and Belgian question still

Laditte was on the point of selling all his property to pay hi The idea of a subscription was started by a friend; and his flotel, worth, perhaps, more than 2½ millions, will be pur chased and given to him. Many persons, who would have subed largely, will not contribute anything, because politics are mixed up with the affair.

MISCELLANY.

[From the Foreign Quarterly Review.] THE YOUNG NAPOLEON.

- 1. Le Duc de Reichstadt. Par M. de Montbel. An
- 2. Lettre a M ****, sur le Duc de Reichstadt. un de ses Amis. Traduite de l'Allemand. Gerson Hesse. Paris, 1832, 8 vo. Par

By a strange fatality, one of the ministers of the dethroned Charles X. was driven to Vienna for shelter, where he arrived in good time to gather up the remains of the ancien Roi de Rome; one of the last misters of the banished restoration occupies his exile with the latest souveniers of the abdicated empire. But a Frenchman is always a Frenchman party he suffered—in foreign countries, la partie and la gleire, invariably attaching to which with him sanctify every thing connected with them. Who could have expected to find an ultra royalist minister of the Restoration occupying his leisure—or rather his time, for it is all leisure with him—with the recollections of the last of the imperial dynasty? and yet so it is, that with pious hands and reverent feelings, M. de Montbel has taken up-on himself the task of recording, for the benefit of the historical world, all that he could discover of the life and character of the son of the most illegitimate of rulers. Let his politics or policy be what they may, we owe his piety grateful thanks for having underta-ken the duty, and are happy to say, that the manner in which it is executed is highly creditable both to his feelings as a man, and his abilities as an author. It redounds to the praise of M. de Montbel, that he has been so well able to divest himself of the narrow prejudices of party, and at once, as regards the inter-esting subject of his biography, place himself in a position of perfect impartiality, and in a most favorable point of view, for recording all that must necessarily interest the world and posterity in the history of this extraordinary graft on the ancient stock of Austrian legitimacy.

The Life, as given by M. de Montbel from the best sources, and frequently in the very words of the only persons qualified to speak, will long be a favorite text both for moralists and politicians. The influeace of hereditary disposition, the effect of education secrally, and the peculiar character of this youth's education, are fruitful sources of reflection and instruction; while his anomalous positions, the chances of his future life, and the probable effect it might have had on France and Europe at large, are not less likely to stimulate the disquisitive faculties of historical writers. M. de Montbel's book has also the rendation of complete novelty. The life of the sea of Napoleon, since he fell into Austrian hands when an infant, has been a perfect mystery: the peowere scarcely kept in more complete ignorance of the daily life of the man with the Iron Mask: his death was almost the first certain news of his continued existence. Now that there is no motive for farther concealment, we are let into all the details of his short career, down even to the most trivial ac-tions of hourly existence; not without some reservation certainly, produced by a perpetual consciousses of the position of the writer—a dependant of the Ceart of Vienna-but still with a sufficient abundnce of particulars, flowing from the mouths of his friends, tutors and household, to satisfy us altogether as to the character and disposition of a remarkable and most interesting personage.

Many unworthy suspicions have been entertained of the Court of Austria, respecting the treatment of this young man; these suspicions will at once vanish old of the world, driven back into his solitary splenbasore the perusal of this book, while the truth of dor. At length, however, on the representation of

failed to induce Spain to interfere against Don Miguel lister, will appear with tolerable plainness. It was sent to Schonbrun, where he died. He had however resolved, first, that the young King of Rome should nearly rallied, and if the disease had not advanced to be made a German Prince;—next, that as every man who has passions and talents must have a pursuit, it was deemed safest, and perhaps most beneficial, that he should be indulged in his enthusiasm for the mili-tary profession. The example of Prince Eugene was set before him, as the one they would most desire him to follow. Prince Eugene was neither imperial nor alien, and yet one of their most valuable Gene. rals, and in no way a dangerous subject, while he gained glory enough to satisfy the most ambitious of men. These calculations would probably have answered, had not the natural been a more complex machine than the political, and as such even beyond the ingenious management of M. de Metternich. The youth was in a moral prison, and his soul pined. and instructors, but still, in a social sense, buried in utter solitude. His orders were obeyed, his every wish anticipated; he had his books, his horses, and cien Ministre du Roi Charles X. Paris, 1832, his equipages for promenade or the chase; but for all that the soul or the heart holds dear, he was, with slight exceptions, a solitary prisoner. This might be practicable to some extent with no Austrian Arch.

Duke; but with a child in whose veins the quick says his early tutor, M. Foresti, were constantly blood of the Corsican Conqueror flowed, it was a present to his mind. Other impressions were not less species of lingering moral torture. To outward appearance, he was like Rasselas in the Happy Valloy; but, like him, he was wearying for all that was beyond the range of the mountains that separated him from his fellow men; in the one case, these mountains were physical obstacles; in the other, moral ones. The spirit chafed against the prison bars; the victim, bruised and care-worn, refused food, lost its substance, grew emaciated, and died. The mind all the while was developed and grew apace, while the body became debilitated, nay, aged: the truth being, that intellectual food may always be found in prison, but moral and social insolation prey upon the physical state; the creature grows up a sapless weed, with the suspicions and distrust of long experience, and the reflection and calm profundity of thought pe-culiar to unclouded age. After his death, young Napoleon presented in his body the same anomaly he had done in his lifetime; his frame had all the slenderness and fragility of infancy stretched into unnatural length, while his vital organs bore the schirrous and flaccid appearance of extreme old age; there was no part healthy or natural but the brain which was wonderfully fine, with the exception, that it was more compact, and of firmer substance than is usually found. So it was in life. This boy had all the enthusiasm and passion of youth in extreme force, alternating with a distrust, a caution, and a rapidity in fathoming the character and appreciating the talents of the persons with whom he was necessarily brought into contect, which are the usual qualities of age. His intellect chiefly exhibited itself in mastering the history of his father in all its voluminousness, in the soundness and acuteness of his criticism on the several authors he had read, and in the facility with which he acquired the theory of war and all the studies which conduce to it. He seems to have known almost by instinct, that it was only through war that he could ever rise to more than a mere eunuch of the palace, and from the earliest age he took the deepest interest in every thing that partook of military movement. It was not, however, thought safe to intrust him abroad till he ever, thought sate to intrust him abroad till he was nearly grown up; he felt that his entrance into a regiment was his first step to emancipation, as he called it, and he devoted himself to the practical duties of a soldier and a chief officer with an ardour which quickly devoured the pigmy body that had been frittered away and shaken by the silent struggles of solitude. The word pigmy must, however, be taken in the sense of feeble; in its sense of diminutive, it is wholly inapplicable; fer the young Napoleon, in that respect taking rather after the Austrian than the Corsican race, had shot up in his sunless nursery, to the height of the tallest man. No story was ever replete with more painful interest than the account of the obstinate struggle which this unhappy youth kept up against physical decay; he never complained, never even would admit that he was ill; finding his voice fail him in maaccuvring his corps, he would, after the exertion of a review, go and hide his weakness, tainting and sinking upon some secret sofa. He was terrified, poor fellow! lest he should be, on the very thresh-

the extent of producing severe organic change, would perhaps have recovered by a proposed tour to Naples and other parts of Italy. The effect on the mind of the moral prisoner was electric, and to his dying hour, this journey was his chief hope and prospect in the world.

Before the little Napoleon came into Austrian hands, of course no regular attempt had been made to educate him; but it is not to be supposed that nearly five years of such a pregnant existence as his were left without numerous and deep impressions.
His was far from a communicative disposition, and
consequently he did not, like some children, talk himself out of his recollections. They sank in the mind of the forlorn boy, and if ever they were per-The youth was in a moral prison, and his soul pined. It was deemed necessary that he should be cut off from all communication with the agitators and adventurers of France. To effect this object, he was kept the imperial family, one of the archdukes showed in utter solitude; surrounded certainly by attendants him a little medal of silver, of which numbers had been struck in honor of his birth, and were distributed to the people after the ceremony of his baptism : his bust was upon it

He was asked, do you know who this represents! "C'est moi," answered he, without hesitation, "quand j'etais Roi de Rome." Ideas of his own fordeep; he had a love of truth which made him utterly intolerant even of fable, and probably contributed to his subsequent distaste for poetry. The word vraine used to pronounce, when a child, with a solemnity and a movement of the hand, which showed that it had to him all the sacred character of an asseveration. And yet, child as he was, he had that force of character, or rather that sensitiveness mixed with vigor, that, on being ridiculed unintentionally for its use, he never again repeated the word. On occasion of his mother's birth-day, some of the little court, soon after the dethronement, made these verses, in order to be repeated to Maria-Louisa by her child:

Autant que moi, personne, o ma cheer Maman, Ne doit tenir ce jour prospere; Prai, ne lui dois-je pas le bunheur si touchant, Et si doux a mon cœur de vous nommer ma mere?

He soon learned the stanza; and was afterwards told why the word orai was introduced; he said nothing; when admitted to his mother, he showed a great deal of affection and amiability, but never pronounced the quatrain, and never more used the word.

The first instruction attempted to be communicated to him was a knowledge of the German language. To this he opposed a most determined resistance not one word of German would he pronounce, and even resisted the endeavors to teach him as an insult and an injury; for his age he kept up this resolution a long time; when it was conquered by the mildness and persuasion of his teachers, he learned the language with a prodigious facility, and soon spoke it in the imperial family like one of themselves. Not only the rapidity with which he acquired this difficult tongue, but even his mistakes and misconceptions indicated a superior logical faculty, for they were generally founded on fancied analogies, and little etymological observations. M. Foresti, whose duty it was to teach him to read, found the difficulty in-surmountable, until he introduced a rival and a fellow pupil. The son of one of the valets de chambre of the Empress was procured, and in company with him the young Napoleon quickly devoured his task.

Such was the being destined to be brought up in nearly a perfect state of insolation.

"From the very first," says his tutor, M. Foresti, and he was with him full sixteen years, nearly the entire of the youth's Austrian life, "he exhibited the marked characteristics of his disposition. He was good-natured to his inferiors, friendly to his tutor, without any lively expressions of his feelings; he only obeyed on conviction, and always began with resistance. He loved to produce an effect, and generally it was evident that he thought a great deal more than he said: the difficulty then was to prevent this habit from growing into dissimulation."

Begging the excellent M. Foresti's pardon, such a character as he describes was by no means likely to be guilty of the mean vice of dissimulation, which is the result of a base fear, and is the last fault to taint the character of a child, the first movement of whose mind is to resist, and who only yields on good reason being shown. Other traits are equally inconsistent with this apprehension.

"He always received our reprimands with firm ness, and however annoyed he might have been by this young man; these suspicions will at once vanish old of the world, driven back into his solitary splen.

before the perusal of this book, while the truth of the intentions of the Emperor, or at least of his min.

a physician, whom he never would consult, he was sentations that had been made to him. When any

mutual coldness had taken place in the course of the day, owing to some severe lecture, in the evening, on taking leave of us, he was always the first to hold out a friendly hand, at the same time requesting that we would pardon his faults, and overlook the wrongs he had done."

"He gave me," says M. Foresti, "many proofs of the command he had over himself. Amongst others, the command he had over nimself. Amongst others, this:—up to the time of Maria Louisa's departure for her State of Parma, there was about him a person who had treated him with the greatest possible affection and attention. This was Mme. Marchand, the mother of the first valet de chambre of the Emperor; she remained with him all night, and every morning was the object of his warm infantile caresses. She was always present at his rising, and had the care of dressing him. On the departure of Maria Louisa, Mme. Marchand returned to France at the same time with M. de Bausset (author of Memoires sur l'Interieur du Palais, who also had a great affection for the Prince. Henceforward I slept in his room at night. The first night I dreaded, lest in the merning he would give way to grief on finding that his affectionate nurse was no longer there. On waking, however, he spoke to me without hesitation, and with a calmness astonishing for his age, said, "M. Foresti,

One of the youth's governors was a M. Collin, a poet and dramatist of Vienna of some celebrity. This gentleman could not help thinking that the young Napoleon's abhorrence of fiction was a sort of censure on his profession, and it was not to be wondered at that he endeavored to dress up fiction in the garb likely to be most agreeable to the taste of the imperial pupil. In resorting to Robinson Crusce for aid, may be perceived a tacit compliment to the youth's acuteness, for, assuredly, no other fiction was ever more like truth. "The poetical genius of Col-lih," says M. Foresti, "appeared to triumph somewhat over this obstinate resolution to reject every. thing which did not appear to be true in all the exactitude of truth. On the heights which overlook Schonbrunn, on the right of the elegant arcades of La Glorietta, and at the bottom of a dark avenue of trees, may be found the spot, altogether shut out from a view of Vienna, by deep thickets, and an impervious mass of wood; a spot, from which nothing can be viewed save the cheerful but solitary aspect of mountain tops, smiling valleys, and rugged peaks, that go on ascending until they reach the lofty elevation of the summits of Schneeberg. Here there is a hut constructed after the fashion of Switzerland, or rather of the Tyrolese mountains, whence it is called the Tyrol's House. In this rustic abode and its neighborhood there is nothing to remind the spec-tator of the vicinity of the capital. To this wild and quiet spot Collin would often bring the young Duke. He there told him the story of Robinson Crusoe. The imagination of the child warmed to the tale. Solitude and silence completed the illusion; he fancied himself in a desert, and Collin suggested that he should set himself to fabricate the utensils that would be necessary to him, were he under the necessity of providing for his own subsistence in a similar spot. He acquitted himself of the task with much hardiness. A collection has been made of these things; they are placed in the pavilion, which still goes by the name of the House of the Duke of Reichstadt. The governor and his pupil, by uniting their efforts and their industry, succeeded in scooping out a cavern resembling that described as the abode of Crusoe en his desert island."

Such is the immortality of genius. The creation of Defoe, the persecuted and unhappy, imagined in some garret, whether in Bristol or Whitechapel, becomes the factitious stimulus of a Prince's education; and that Prince the son of a banished ruler of France, far greater than the Grand Monarque, who in Defoe's day, seemed to have reached the ne plus ultra of earthly grandeur.

During the first period of the young Napoleon's instruction at Schonbrunn, his tutors were sadly perplexed by his extreme curiosity respecting his father, as to what had become of him, the causes of his fall,

&c.; evasive answers did not satisfy him.

"It was," says M. Foresti, "for us a species of torture. Happily the Emperor came at length; we hastened to inform him of the perpetual questions that were put to us, and to request his instructions on this point. The Emperor answered:— Truth this point. The Emperor answered:—'Truth should be the basis of the education of the Prince; answer all his questions freely; it is the best, in-deed the only mode of calming his imagination, and

foreseen came to pass. After a few days, he seemed satisted with this conversation, and theuceforward became more calm, more reserved on the subject. It may seem incredible, but it is nevertheless true, that at no time, under any circumstances, was he ever heard to utter one word of regret in connexion with it. Later in life we saw that he was fully aware of the faults his father had committed, but it was a sub-

ject to which he never on any occasion alluded.
"The news of his father's death was brought to
Vienna by one of the couriers of MM. de Rothschild. At this moment the Compte de Dietrichstein (the su-perior governor) was absent from Vienna, and the Emperor charged me to communicate to the young Prince the melancholy intelligence. He was then just turned of ten years of age. It was the 22d July, at Schonbrunn, in the same place, on the same day, on which he himself, eleven years after, was doomed to die, that I announced to him the death of his father. He wept bitterly, and his sadness endured for several days. 'M. de Foresti,' said he to me, one day, 'my father little thought then when he died, you would be the person from whom I should receive such kindness and affection.'

The youth alluded to an anecdote which the tutor had told him of his own career. M. Foresti had been taken prisoner by the French, and, on being sent to head quarters, treated with some harshness by the Emperor.

Every pains were taken with the Duke's education. The dead languages he was taught by M. Collin, and afterwards, when M. Collin died, by M. Obenaus, who had been classical preceptor to half the imperial family. To these instructions, however, he inclined family. To these instructions, however, he inclined but an indifferent ear, and of all his Latin books, took heartily only to Cæsar's Commentaries. His military studies took the alternate days with his classical ones, and to them he gave himself up with all possible ardor. By way of a check upon the apathy of private instructions, the Emperor directed that from time to time a commission should proceed to inquire into the Prince's progress. These investigations were seducusly made, and greatly contributed to excite his ambition. Before these commissions the boy showed an extraordhary aptitude for learning, more particu-larly such learning as chiefly turned upon military pursuits.

"Being myself acquainted with geographical stu-dies and the arts connected with design," says M. Foresti, "I was able to form an opinion of his per-formances. I consider them as lively proofs of the talents which have just been extinguished, so much so, indeed, that I have thought it my duty to recommend that they should be collected and placed in the imperial archives, as memorials of his remarkable

genius." Among the voluminous papers written in Italian by the Prince, M. Foresti showed M. de Montbel a sketch of the life of Prince Schwarzenberg, in which there were various passages respecting Napoleon; they were written in a calm and candid tone. From the time that he attained his fifteenth year he had access to every book, without exception, relative to the history of his father and the French Revolution. He read them with avidity, and is said to have been a more perfect master of every thing that has been written on these subjects than any person about him. His collections in French on history, chronology, and travels, are said to be immense. His military entravels, are said to be immense. thusiasm showed itself in the ardour with which he pursued every thing which had any connection with the accomplishments necessary to the soldier. " I wish him to have the education of a superior officer," said the emperor, but this was only seconding the taste he had demonstrated from his earliest years.— At the age of seven he was indulged with the uniform of a private; after a time, in reward for the exactness with which he performed his exercise, he received the marks of the grade of sergeant, and his delight knew no bounds. He afterwards went through every other rank, and learned the duties of each in its minutests details. In his rank of private soldier, he used to stand sentinel at the door of the apartments of the Eraperor. Whenever a member of the court passed—if a man—he used to present arms with the utmost gravity, but never if a woman. Some one rallied him on the subject: his answer was much more French than German:—"I am ready," he answered, with much liveliness, "to present to the ladies—every thing but my arms." His respect for every thing military was remarkable. One day, when admitted to dine in company with the Emperor

with perfect candor. That which the Emperor had | fete wished him to sit among the ladies. He declined, saying, with the utmost gravity, "my place is among men." It was remarked by the people about him that he never was a child: he had scarce ly ever associated with children, and had adopted the reflective manners of those about him. Without being anything extraordinary as a child, his intelligence was from the first precocious? were as quick as judicious, he expressed himself with precision and exactness, and with great elegance of phrase. He was a perfect master of the theory of the French and German languages and wrote ti with remarkable purity.

Up to a certain age, the young Prince had been permitted to store his memory with facts, and to interpret them according to his own judgment. At length, however, it was deemed right that the Austrian version of the European story should be made known to the young Prince. No fitter person could be found for the due execution of this task than the Prince de Metternich, who, under the name of lectures on history, gave him at length, and in a series of interviews, the whole theory of imperial politics.
The leading views are given by M. de Montbel: they
are very ingenious. Under the pretence of a sketch of his father's history, he points out to the young man the danger of rising above the station in which he is placed, and proves, in fact, that the very qualities which enable an individual to rise are precisely those which must afterwards ensure his fall. These lectures are described as having had the happiest results. The young Napoleon, or Francis, as he had been re-christened, eagerly accepted Metter-nich's instructions, and, in cases of any difficulty or doubt, always resorted to him for their solution. Both the Emperor and his minister, in short, seem to have succeeded in thoroughly winning the entire confidence of the youth: the practical result of which was, that no communication was ever made to him that he did not feel it a point of duty instantly to communicate. This was very convenient; and, if any proof were wanting, would prove the skill and true jesuitical dexterity of the Austrian minister. The youth is reported to have said to the Emperor and Metternich:—"The essential object of my life ought to be to make myself not unworthy of the glory of my father. I shall hope to reach this point of my ambition, if I can appropriate to myself any of his high qualities, taking care to avoid the rocks on which he split. I should be lost to a proper sense of his memory, if I became the plaything of faction, and the instrument of intrigue. Never ought the son of Napoleon to play the miserable part of an adventurer."
This was of course the point desired. It is said the young Prince was surrounded with intrigues, and the utmost vigilance, which he knew and approved of, was necessary to protect him from attempts to draw him into them.

One of the very few friends whom the Duke of Reichstadt made for himself (it was probably, however, arranged by the Metternich policy,) was a very deserving young officer, M. Prokesch, who had distinguished himself by his travels in the East, and several military publications. From him M. de Mont. bel gained much interesting information. The manner in which the acquaintance was formed is thus described by M. Prokesch

"After my long travels and my numerous missions I had gone to visit my family at Gratz. The Emperor, who at that time was traversing Styria, stopped at this town." Pleased with my conduct, and at this town." Pleased with my conduct, and the documents I had been able to lay before him, his Majesty testified his satisfaction by inviting me to his table. I found myself placed next the Duke of Reichstadt, whom I had often regarded with the interest generally inspired by him; but up to that moment I had never spoken to him, nor heard him speak

"'I have known you long,' said he to me; 'I have been taken up a great deal by you.'

"' How, Monseigneur, have I acquired this die tinction?

"I have read, I studied your work on the Battle of Waterloo, and I have been so pleased with it, that I have translated it into both French and Italian."

This was the commencement of an intimacy which appears to have afforded the young prince a vast source of consolation in his peculiar circumstances. To have a friend, not of his suite, appeared as if he were putting one foot at least in the world. In the first interview the Prince seemed deeply interested about the East. He multiplied questions on the sedeed the saly mode of calming his imagination, and of inspiring him with confidence, which will be necessary for you, who have to guide him.'

"At first, he overwhelmed us with questions, and exhibited an affluence of ideas, perfectly surprising."

Finding that we were authorized, we answered him ought to precede me." The Empress one day at a stopped his progress before St. Jean d'Acre; he grew which would have followed the capture of that important place, and on the immense results which the arge and active mind of his father would have drawn from it. He evidently took a grand and extensive view of the subject.

"While we were both animated with all the fire of this subject, M. de N * * * was announced; the visit greatly annoyed him-I got up to leave him. Stay, said he, the general will prove but a transient evil. In fact he very soon departed, and we recom-menced our conversation with fresh vigor. The manner and voice of the Duke indicated the deep and lively interest he took in the subject; his tone was that of a lively attachment, a passionate admiration of the memory of his parent; he grew animated in talking of his achievements, which he knew in their minutest details, as well as in their general effect, and in thanking me for the justice I had done him in my work on Waterloo, he testified a strong desire to reread it with me, and enjoined me to visit him often during his sojourn at Gratz, where he had some days still to remain. I very gratefully accepted this favor, and took care not to break my promise. From that and took care not to break my promise. From that there was no natural vent by which such diseased actime I have taken a very exact note in my journal of the carried off. This was the moral poison all the circumstances that struck me during my hab- which made his countenance.

its of intimacy with this young prince. The epoch of the revolution of July may be supposed to have produced a startling effect on the mind of a young prince, so deeply interested in the fortunes of his father, and so devoured himself with military ambition. All that we are told on this subject, and, perhaps all that he expressed, is of a description that comes upon us, at least, with some surprize. "I wish that the emperor would permit me to march with his troops to the succor of Charles X." Poor boy! he seems to have proved an apt pupil of the political pope—Metternich. Nevertheless, one who who know him well the less, one who who knew him well, the author of the "Lettre sur le Duc de Reichstadt," (who is said to be M. Prokesch himself,) tells us that his hope and aim was the throne of France, on which he expected to be placed, not by a party in France, but by the general demand of the country, backed by the consent of the monarchs of Europe. To this secret idea, working in the recesses of his heart, must be attributed his restless labor, his continued studies, his fatiguing exercises, his rage for riding, and his passion for mi litary information. He dreaded to be taken unprepared: he as it were slept in his arms. He read all the journals and the pamphlets attentively, watched the play of parties, and shrewdly predicted their duration. We are not told how much he was indebted to M. de Metternich for lights on these intricate subjects. It was about this time that he was agitated by an attempt on the part of the Countess Camerata, a daughter of Eliza Bacciocchi, and consequently his cousin, married to a wealthy Italian noble, to involve bim in a correspondence. A letter of here is given, written in a style of considerable exaltation, with the view of exciting his ambition, and probably urging him to some movement respecting France. The letter was laid on the table by some secret agency. One evening, in disguise, she laid wait for him on entering the Imperial Palace, seized his hand, and kissed it with an expression of the utmost tenderness. Obenaus, the Duke's tutor, who was alone with him, and had been struck with surprize as well as the Duke, stepped forward and asked her what she meant? "Who," cried she, in a tone of enthusiasm, will refuse me the boon of kissing the hand of the son of my sovereign?" At the time, the Duke was ignorant who it was that had tendered him this sort of equivecal homage, but her subsequent letters enlightened him on the subject. Napoleone Camerata is a lady se personal and mental traits are said more nearby to resemble those of Napoleon than any other member of the family. She is remarkable for her resolution, her energy, and say the reports, the incredible activity of her imagination. Her tastes for hersemanship and the use of arms are points that might be more useful to her, had nature kindly bestowed on her the sex, as well as the character of her uncle.

The French revolution, and the prospect of war which it opened upon the different armies of Europe, added fresh excitement to the duke's military studies. He took M. Prokesch for his fellow student and friendly instructor. "We read, at this epoch, with much application, Vandoncourt, Segur, Norvins, the aphorisms of Montecuculli, the memoirs of Prince Eugene of Savoy, and the voluminous works of Jomini; all these works were in succession compared, discussed: they were covered with the prince's marks and marginal notes." About this time, also, he put into M. Prokecah's hands a manuscript of singular

"It was a course of conduct traced by himself in

duty. In this composition, interspersed with shrewd general views, he considered his position in relation to France and Austria; he pointed out the rocks which surrounded him, the means of avoiding these dangers the influences to which his mind was subject, and by which it could be regulated, how his defects might be supplied, his ambition moderated, its movements governed, and in what way useful results might be extracted from tendencies which, if left to themselves, might be mischevious—to, in short, prepare for an honorable life, such as accorded with the rank in which he had been placed by Providence. Particular circumstances, which gave to this memoir a remarkable character, in duced the prince to destroy it a few days after he had shown it to me. I now deeply regret it; it would have been a document aflasting interest. He had formed a judgment of extreme sagacity; it was a portrait of an exact moral likeness, in which he had forgot neither

his faults nor his good qualities."—Montbel, p. 256.
This intense self-occupation is not healthy; it is, however, frequently the morbidness of genius. The young Napoleon was, however, in a false position:

On dirait que la vie à la mort s'y meiange

The first appearance of the young man in society was on the 25th of January, 1831, at a grand party at the house of the British Ambassador, Lord Cowley. He was exceedingly struck with the strange mixture of remarkable persons, the representatives of the various changes that have lately taken place in

"How painful and wearisome," he said to a friend the next morning, "are parties of this sort to me.— What striking contrasts were assembled in the same apartment! I saw about me (himself by the way, a monument of political change) two princes of the House of Bourbon, Baron de Kentzinger, the representative of Charles X., Marechal Maison, the Am-bassador of Louis Philip, the Prince Gustavus Vasa, the natural heir of the throne of Sweden, and Count Lowenheilm, minister of Charles John. For the first time, I spoke with Marechal Marmont: my father quoted him as a man of talent, and I found his con versation correspond with this character. I am to receive him to-day. I am glad to find myself in communication with Frenchmen. I do not wish to remain absolutely unknown in France, or that so many erroneous ideas respecting my situation should continue to be entertained there."

This interview with Marmont, the only survivor of his father's early aid-de-camps, had for some time been passionately desired by him. Metternich's permission was obtained: the marshal and his ancient master's son were mutually pleased. The young Napoleon had a thousand questions to ask, a thou sand points to clear up. Marmont is a man of education, agreeable conversation, and quite capable of giving all the advantage of language and expression to his experience. It ended in Marmont being engaged to give the duke a whole course of military lectures; the text being Napoleon's campuigns. were continued until the subject was exhausted, or until, as is not improbable, their frequency had begun to give umbrage. Marmont retired, promising,

at least, to see his pupil every fortnight.

The 15th June, 1831, the prince was named lieutenant colonel, and took the command of a battalion of Hungarian infantry, then in garrison at Vienna.— His exertions in the discharge of his new duties, in addition to his previous occupations, appear to have made the progress of his malady, which had till now proceeded secretly, visible both in his appearance and in his inability to bear fatigue. His voice became hoarse, he was subject to coughs and attacks of fever; he had shot up to a prodigious height, and

his appearance bore many marks of the germs of the terrible phthisis, now breaking out into activity.

"Frequenly," says his physician, Dr. Malfatti, "I have surprised him in the barracke in a state of dreadful lassitude. One day, amongst others, I found him stretched on a sofa, exhausted, powerless, and almost fainting. Not being able to conceal the wretched state in which I found him, he said, 'I abominate this wretched body that sinks under my will in this manner.' 'It is indeed provoking,' I answered, 'that your Highness connot change your person, as you do your horses when they are tired, but permit me Mon seigneur, I conjure you, to remember, that you have set a will of iron in a body of glass, and that the indulgence of your will cannot prove otherwise than fatal.'

His life was, in fact, at the time undergoing a pro cess of combustion; he slept scarcely four hours, though, by nature, he required a great quantity of

warm and enthusiastic in speaking of the possibilities || which he laid down the line prescribed to him by his || sleep: he scarcely ate at all. His soul was entirely concentrated in the routine of the manege and the different kinds of military exercises; he was, in fact, never at rest: he continued to increase in height, grew wretchedly thin, and his complexion gradually became thoroughly livid. To all my questions he answered, 'I am perfectly well.'"

Malfatti at length considered it necessary to present a representation to the Emperor on the state of the Duke's health. Both the patient and the physiwere summoned to the imperial presence. cian were summoned to the imperial presence.—
Malfatti repeated his statement. The Emperor then
turned to the young prince, and said, "You have
heard Dr. Malfatti; you will repair immediately to
Schonbrunn." The Duke bowed respectfully, and
as he was raising his head, he gave Malfatti a glance
of excessive indignation. It is you then, that have
put me under arrest," he said to him in an angry tone,
and hurried away. He was placable, however, and
soon forgave his amiable physician. The air and quiet of Schonbrunn were extremely beneficial; he began again to sleep and eat; the first return of vigor was the signal for exertion. He commenced hunting, as the next best thing to war, in all weathers, and with a recklessness that, joined to similar exposure in visiting neighboring military stations, soon re-estab-lished the malady. Phthisis assumed all its horrible power; he gradually sunk, and, after dreadful suffering, and all the rallying and resistance which a strong will can sometimes effect against disease, he fell a victim to it on the 22d July, 1832, at Schon-brunn, on the same bed, in the same apartment that

his father had occupied as the conqueror of Vienna.

His mother was present during his latter days, and seems to have suffered all a mother's pains. The Emperor, whom all agree in describing as an ex-cellent and amiable old man, was greatly affected; a very strong affection subsisted between them; and, on the part of the Duke, it was evident, that the honest, straightforward character of the Emperor, joined with his paternal kindness and evidently honest intentions, had made a profound impression on the mind and heart of his grandson. On opening of the body, the opinions of the Duke's physicians were fully confirmed; one lobe of the lungs was nearly gone; and, while the sternum was that of a mere child, the intestines presented all the appearance of

decrepid age.

As he laid on his bier, his resemblance to his father, that resemblance so striking in the cradle, be-came once more remarkable. It might have been detected in life, but the flowing blond hair of his Austrian mother, and his tall form, would naturally mask the resemblance. His manner was graceful and elegant—the expression of his countenance somewhat sad; he was reserved till he fancied he had found a friend, when he became confidential, communicative, and even enthusiastic. He appears to have been universally beloved; no one can recollect an offence-much less an injury; he was full of kindness and consideration for every one about him. But one passion appears to have been developed—that of military ambition. The present with him was but a preparation; in fact, he lived in a future, which for him was never to arrive.

Look at the interests of Europe, it is impossible to regret his death; looking at himself, it is impossible not to feel a great interest in his life; had, in truth, his various qualities and dispositions been more generally known during his youth, it is very probable, that the popular feeling of France would have more deep-ly sympathised in his fate. He was never regarded otherwise than as le file de l'homme, and as such let him rest-a last victim to the turbulent ambition of his own father.

POETRY.

[FOR THE NEW-YORK AMERICAN.] I do not love thee—on my word I do not: I do not love thee—for thy love I sue not; And yet, I think, there's hardly one that shareth Thy dangerous smiles who, like me, for thee careth. What would I not to chase one mor ent's sadne What would I not to give thee one of gladness? Who love like me when in thy lov believing-Who, like me, grieves when thou dost seem but grieving? I do not love thee—on my word I do not: I do not love thee—for thy love I sue not. My doom it was to be on earth created With soul that is not with another mated: A vagrant spirit sent—why—no one whisteth, Unless to follow free where e'er it listeth; ut a bond or fetter to confine A faithful minister waiting upon thine. TRISTRAM FICKLE



[From the Georgian.] THE ORANGE PLOWER.

" That most molencholy of all havey cores

"That most melanchely of all happy coremonics."

All things have their season—and thine, sweet flower!
Comes with the guests at the Bridal hour—
The thine to adors the fair young Bride,
When she steps forth in her loy and pride—
Thy bude must mix with the snow white pearls
She twines amid her clustering curis;
Thy perfum'd breath is borne on the air,
When she speaks the vow, and breather the prayer;
The sess which binds, amid smiles and tears,
Her lot to eas through all coming years,—
In youth and in age, in good and in ill,—
While life shall endure—unchanging still—
The preser that calls on Heaven to bless
The object of her hear's tenderness—
The an hour of joy! yet gase in her eyes!—
A mist of tears o'er their brightness lies;
And her voice is low, and her cheek is pale
As the light folds of her floating veil—
Does she weep because she must bid adieu
To the home where her happy childhood flew?
Does she mourn that her girlhood's giee is gone,
And that sterner tasks must now come on?
Does she send her spirit through coming years,
When the joy of this hour will be quench'd in tears?
Does her fancy paint that mournful day,
When one fond heart shall be torn away;
When bitter drops from eyes must flow;—
Or else be herself in the grave ind low?
Yes! sigh feelings will come, unbidden guests,—
Wirff ail seems gay to human breasts!
But thou, fair Flower! in thy beauty bright—
Bloom'st fairer still in Beauty's light:—
Thou baskest in the sun's warm ray,
And smilest thy little life away,
Protected by His bounteous care,
Who made thee in thy beauty there.

MARRIAGES.

On Thursday last, by the Rev'd Dr. Milner, Mr. William Harris, to Emile, daughter of Mr. William Davy, all of thi

On Thursday last, by the Rev'd Dr. Jaissor, Mr. WILLIAM HARRIS, to EMILW, daughter of Mr. William Davy, all of this city.

At Castleton, Staten Island, on Monday evening, 23d instant, by the Rev. John E Miller, Mr. Daniel Rosevellt Hitchcock, of New York, to Miss Mary A. daughter of Major Geo. Howard, of the former place.

Last evening, by the Rev. Thomas Dewitt, Allen C. Warner to Prene Jores.

Last evening, by the Rev. Thomas Dewitt, Allen C. Warner to Prene Jores, daughter of Mr. Abram Fardon.

Last evening, by the Rev. Mr. Hunter, Mr. Crarles S. Oakley, of the firm of Oakley & Roome, to Miss Maria Louisa, daughter of David Morris, Eq., all of this city.

Lest evening, 17th instant, by the Rev. Dr. Anthen, Jakes Grarah, Esq., all of this city.

On Monday last, by Rev. Dr. Wainwright, Lieut. Joseph Rivers, of the U. S. A., to Mary, eldest daughter of Mr. Alexander Kyle, of West Point.

On Monday evening, by Rev. Thos. De Witt, Richard Dr. Witt, of Hopewell, Dutchess Co., to Jans, daughter of the late John Stoughtenburgh, of this city.

At Newburgh, on Wednesday, 17th instant, by the Rev. J. Brown, Rosert D. Hart, of this city, to Conrella A., daughter of David Sands, Esqr. of the former place.

DEATHS.

On Thesday morning, between 3 and 40'clock, Mr. Thomas C Kirk, aged 28 years.
On Thursday, 18th instant, Gilbert Skith, infant son of Melancten B. Swartwout, aged 5 months.
On Friday atternoon, 18th inst, of consumption, Mr. James Gaperser, in the 36th year of his age.
This morning after a short and painful illness, Augusta, wife of Charles Lambert, and daughter of the late John A. Snyder. In Philadelphia, on Tuesday, Richard Williags, F. Zeq. in the 44th year of his age, son of the late Charles Willing, Eq. in the 18th year of his age, son of the late Charles Willing, Eq. in Philadelphia, on Friday morning, 19th inst. after a linger ing illness, in her 40th year, Mrs. Arkella Gilfert, Internat, relict of Charles Gilfert, late manager of the Bowery Theatre.
In Philadelphia, on the 19th inst. of consumption, Mrs. Louisa V., wife of George W. Embrec.
At Caraccas. S. America, on the 18th day of March last, John M. Barey, Esq. formerly of Teneriffe, and more recently of this city, is the 45th year of his age.

Before of Deaths—Week ending Saturday. April 20.

rt of Deaths—Were ending Saturday, April 90.

			Retw	cen ti	e ages	of			
90 80 70	and an	100— 90— 80—	0 50 4 46 9 3	and and and	60— 1 50— 9 40—14 20— 6	10 5 9	and and and	20- 4 10- 3 5- 8	
ë	and	70-	3 3	and	20 6	1	and	2 8	,

Total, 91-15 mcn, 25 women, 26 boys, 25 girls.

TO ENGINEERS.

Any person who can recommend an Engineer of th ool, to curvey, locate and construct a Ruliroad, will as addesse a line to the Editor of the Railcoad Journal, 35 Wall street.



MECHANICS' MAGAZINE,

Register of Inventions and Improvements.

To the Mechanics of the United States To the Mechanics of the United States.—In this populous and enlightened country, almost every description of persons can obtain knowledge and amusement, connected with their peculiar pursuits, through the Medium of the Journal or Magazine especially devoted to their interests. The Theologian, the Farmer, the Philosopher, the Sportsman, and even the Plough-Boy, has each his journal, where he can find a record of the passing events of the day, connected with his peculiar avocations, and recreation. Hitherto, the Mechanics (who form a large and most important portion of the community) have had no Journal to which they could turn, with the certainty of finding that information they desire—no periodical, of which they could with confidence say,

"This is ours, and for us."

In the hope that the attempt to supply such a want, at a price so reasonable as to be within the reach of all, will meet with your active support, the subscriber proposes to publish on the first day of each month a "Mechanics' Magazine." It will contain a well digested selection of the most useful and interesting articles from the London Mechanics' Magazine, London Register of Arts and Sciences, Repertory of Inventions, Library of Useful Knowledge, Journal of the Franklin Institute, and other works connected with the Arts and Manufactures published in this Journal of the Franklin Institute, and other works connected with the Arts and Manufactures published in this country and in Europe, accompanied with numerous well executed engravings. Its pages will be open for the communications of all, and especially for those of the Practical Artisan, to whose interests it will be more particularly devoted.

The "Mechanics' Magazine" will contain also a due portion of the occurrences of the month, Scientific and Liv erary, Reviews of Books, Anecdotes, Economical Receipts Reports of the state of *Mechanics' Institutions*, and other Scientific Societies in this and other countries.

Scientific Societies in this and other countries.

3.7 In order that the work might be produced to the entire satisfaction of those for whom it is designed, and with credit to myself, I have secured the aid of a gentleman who was for several years engaged in publishing the London Mechanics' Magazine—a work of great merit and extension, and which Dr. Berkbeck, the President of the London Mechanics' Institution pronounced as the most valuable wift the hand of science aver offered to the Artizan valuable gift the hand of science ever offered to the Artizan

Each succeeding number will contain 64 pages, handsome ly printed, and attached in a neut cover. Six numbers will form a volume, for which an Index and Title-page will be supplied, and also a Portrait of some distinguished Mechanic, as a Frontispiece.

Terms, \$3 per annum, in advance.

D. K. MINOR, 35 Wall street, New-York.

WALLACE & ANTHONY, 36 North Second street, Troy.

GRACIE, PRIME & CO., offer for sale, at 22

4 cases Gum Arabic 8 casks French Mudder, ESFF do. do. do SFF do. Danish Smalts, EFFF do. Saxon do. do Reduced Duty 500 bags Saltpetre 203 do. Sicily Sumac 203 do. Sicily Sumac
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20 de. each 2034 gross Velvet Bottle Corks
6 boxes each 80 lbs. Tartaric Achl
6 do. each 25 lbs. do. do.
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10 cases White Hermitage; 20 do. Cotte Rotie
18 do. Dry St. Persy; 50 do. Bordeaux Grave
20 do Chaicau Grille; 31 packs each 120 Goat Skins
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DRY GOODS—English, German, and Italian, for sate by the package:—
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2 db do do do fig. do do
2 do do do plain Gold do
3 do do do plain Gold do
4 do do do Gold do do
5 do do do Red do Gold do
6 do do Red do Gold do
6 do do Red do Gold do
8 do do do Red do Gold do
8 do do do Red do Gold do do do do do do Red do Gold do White do Silver co For sale b io by iE, PRIME & CO. 22 Broad street.

CAN GARDENER'S MAGAZINE. Whole number, Vol. 6. New Series, Vol. 1. This is an Agriculture produced, published monthly, containing 33 large quarto pages of three columns each, devoted particularly to Agriculture, Horticulture, &c. It will also contain much interesting matter upon other subjects, such for instance as road making and repairing, together with steam carriages for common roads, with other modes of improving internal communication. Its main object, however, is to collect from those who cultivate the soil scientifically, and observingly, and to dissemmate such information as may tend to improve the mode of cultivation throughout our widely ingry, and to disseminate such intornation as may tend to improve the mode of cultivation throughout our widely extended country. No person will deny the utility of such a publication properly conducted; nor will any one doubt me when I say that such a paper cannot be properly con-ducted and handsomely executed, without an extensive circulation and prompt payment to meet its expenses.

Terms, Three Dollars per annum, in advance; and will not be sent without, as, at its present price, it will not pay a commission for collecting, nor bear the loss arising from want of punctuality on the part of subscribers.

D. K. MINOR, Proprietor, 35 Wall street, New-York.

PAPER.

The Subscribers, Agents for the Saugerties Paper Manufacturing Company, have constantly on hand an extensive assortment of Royal, Medium, and Impetial Printing Paper, all made from first quality Leghorn and Triests Baza. Al contracts made after this date, will be furnished with 450 perfect sheets to the ream; and alicales amounting to over \$100, of Medium, or Royal, out of that part of the stock which instades casels quires, the purchasers will be allowed an extra quire of perfect paper to each double ream, with abilitional allowance to the publishers and the trade, who buy larcely. The terms will be liberal. Apply to

J41 GRACIE, PRIME & CO. 22 Brood street.

E.3º TOWNSEND & DUALFEE, of Palmyra, Manufacturers of Railroad Rope, having removed their establishment to Harlson under the rame of Durfee & May, offer to apply Rope of any required length (without splice) for inclined planes of Railroar's at the shortest no ice, and deliver them in any of the principal cities in the United States. As to the quality of Rope, the public are referred to J. B. Jervis, Eag. M. & H. R. R. Co., Alb ny: or James Archibald, Engineer Hudsen and Delaware Caral and Railroad Company, Carbondale, Luzerne county, Pennsylvania.

Hudson, Columbia conny, New-York,

January 29, 1833.

F31 17

SURVEYORS' INSTRUMENTS. Compasses of various sizes and of superior quality,

warranted.

Leveling Instruments, large and small sizes, with high magnifying powers with classes made by Troughton, together with a large assortment of Engineering Instruments, manufactured and sold by

E. & G. W. BLUNT, 154 Water street,

corner of Maldenlane.

EXGINERRING AND SURVEYING
INSTRUMENTS.

The subscriber manufactures all kinds of instruments in his profession, warranteel count, if not superior, in principles of construction and weykmanship to any imported or manufactured in the United States; several i which are thirrly news amone which are an Improved Compass, with a Totescope attached, by which angles can be taken with or without the use of the needle, with perfect accuracy—also, a Railroad Goniometer, with perfect accuracy—also, a Railroad Goniometer attached, particularly adapted to Railroad purposes.

WM. J. YOUNG,
Mathematical Instrument Maker, No. 9 Dock street,
Pilladielphia.

The following recommendations are respectfully submitted to Engineers, Surveyors, and others interested.

Baltimore, 1882.

In reply to thy inquiries respecting the instruments manufactured by thee, now in use on the Baltimore and Ohio Raticand. I heeffully furnish there with the following information. The whole number of Leve's now in presention of the department of construction of thy make is even. The whole number of the "improved Compans" is eight. These are all excit itse of the number in the service of the Engineer and Graduation Department.

ber of the "Improved Compass" is eight.

Levels of the number in the service of the Engineer and Graduation Department.

Both Levels and Compasses are in good repair. They have in fact needed but little repairs, except from accidents to which all instruments of the kind are liable.

I have bound that thy patterns for the levels and compasses have been preferred by my assistants generally, to any others in use, and the improved Compass is superior to any other decription of Conformer that we have yet tried in taying the rails on this Road.

This instrument, more recently improved with a reversing telescope, in place of the vane sights, leaves the engineer scarcely any thing to devire in the formation or convenence of the Compass. It is indeed the no-teompletely adapted to lateral angles of any simple and cheaving more ment that I have yet seen, and I cannot but believe it will be preferred to all others now in use for laying of rails—and in fact, when known, I think it will be a high! gapiccited for common surveying.

Respectfully the frend,

JAMES P. STABLER, Superintendant of Construction of Baldimore and Ohlo Railroad.

Philadelphia, February, 1833.

of Baltimore and Ohio Railroad.

Philledelphia, February, 1833.

H ving for the last two years made constant use of Mr. Young's "Patent Improved Compace," I can safely say I be lieve it to be much superior to any other instrument of the kind, now in use, and as such most cheerfully recommend it to Engineers and Surveyors.

Germantown, February, 1832.

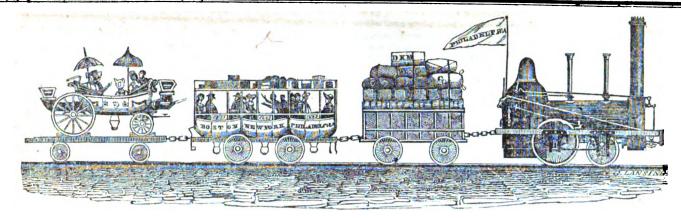
For a year part I have used Instruments made by Mr. W.J. Young, of "hiladelphia, in which he has compiled the properties of a Theodolite with the common Lavel.

I consider these instruments admirably calculated for laying out Railroads, and can recommend them to the notice of Engineers as preferable in any others for that purpose.

HENRY R. CAMPBELL, Eng. Philad.,

mily Germant, and Norrist Railroad.

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AMERICAN RAILROAD JOURNAL, AND **ADVOCATE** INTERNAL

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE

D. K. MINOR, EDITOR.]

SATURDAY, MAY 4, 1833.

[VOLUME II.-No. 18.

CONTENTS:

Reply of Jno. S. Williams to J. S.; Saratoga and Sche-Summary.....

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, MAY 4, 1833.

NEW-YORK GUARD RAIL.—A continuation of Mr. Bulkley's reply to Mr. Sullivan, upon the subject of this rail, will be found in this number of the Journal; also, a second communication from Mr. Sullivan. The subject being cation from Mr. Sullivan. The subject being they are readily to be conceived and apprecia-one of importance, we do not doem an apology necessary for devoting so much space to its discussion.

The editor of the National Gazette, after an absence of nine days from his editorial chair, gives the following description of his journey home, via railroad:

We have recently journeyed between Phila-delphia and New-York by the railroad line. Yesterday we left New-York in the beautiful and spacious boat the New Philadelphia, at about a quarter past six o'clock, A. M., and arrived at Chesnut street wharf before three P. M. The New Philadelphia reached South Amboy in two hours and a quarter. The fine and commodious cars on the railroad were drawn to Bordentown eleven miles the hour, without undue fatigue of the horses, or any circumstance that could lessen the sense of security and comfort with which every passenger seems to set out.

This conveyance is truly admirable for the ease and order which attend it for all parties. Each car is divided into three compartments, and contains twenty-four persons. Two hor are attached to it tandem; they pursue the track, under the guidance of skilful drivers, with the nicest exactness. We could not perceive, by the motion of the vehicle, the slightest deviation from the grooves; and the route is of more than 30 miles. One track is complete: great activity prevails in the work necessary for the accomplishment of the whole design. The average duration of the journey

||between the two great cities, by this railroad||men of observation generally is nearer on a line, is now eight or eight and a half hours. It will be less, considerably, when a locomotive engine shall be employed. A new and spacious steamboat is also to be soon provided. shall then see the consummation of all that can be deemed desirable, for we presume that such precautions can be taken as would exclude almost the possibility of serious accidents or delavs.

At present breakfast may be taken at home, and an invitation to dinner at New-York or Philadelphia for 3 o'clock, accepted with the assurance of a timely arrival. Ere very long, we may presume, the journey between Baltimore and New-York will be performed in the summer in one day by the light of the sun; and this without weariness from motion. In the same way the Philadelphian may visit New-York and return by the family tea-hour. The facilities which this railroad provides for the transportation of merchandise, provisions, and so forth, form another signal advantage, upon which we might descant in greater detail; but the next autumn.

To the Editor of the American Railroad Journal:

SIR,-Your correspondent J. S. merits and receives my most hearty thanks, not only for the hints he has dropped, but for having dropped them through the columns of your useful paper, by which he served the double purpose of informing the public and me. I propose to treat of the laying out, the constructing, the use, and the repair of every kind of road except railroads, which I leave for abler hands. My range is wide enough without them, and so wide that in some cases I need others to guide my pen, who are of greater experience than myself. Although the hints and observations thus thrown out may not all be new to me yet they may be beneficial by eliciting new ideas in others, and awakening those in my mind which otherwise might remain obsolete. I hope J. S. and S. D. may be induced to renew and continue their communications, and that others may join them. There are hundreds that might add to the common stock of knowledge in the country, which if collected would be respecta-

level than might at first glance be supposed. Every day's experience confirms me in the " belief that no man of observation is so ignorant that he cannot teach, nor so wise that he A teacher may learn more may not learn." of the art of teaching from his pupils than from all the books he reads, and as Ino. Loudon M'Adam has found, there are none so impregnable to instruction as the smatterer who re-luctantly parts with "previously imbibed notions."

In respect to the concave road proposed by my friend J. S., I cannot speak from practice, but fear it will be subject to serious objections, among which might be the washing of collected currents on long slopes, the choking of "hollow drains," &c. At present I would propose a slightly convex cover, as recommended by Mr. McAdam, but as it is next to impossible to maintain such a curve so truly as sufficiently to free the course of water in most situations, the undulatory system recommended by J. S. is necessary in a convex road. The slopes forming these waves should in no case exceed one half of a degree, or one in 115. I once undertook to throw up a level into undulations of one degree, but found they would be unsightly in appearance, expensive in construction, and inconvenient in use. Yours respectfully,

JNO. S. Cincinnati, Ohio, April 13, 1833.

NIGHT AND DAY TELEGRAPHS IN FRANCE. -A project has been laid before the Government by a Company (Messrs. Ferrier and Co.,) for improving telegraphic communications to such an extent, that they will be able to transmit intelligence an immense distance at any moment of the night or day. This plan is especially calculated for the conveyance of commercial intelligence. million of francs will be sufficient, according to the Company's calculation, to establish a full complement of telegraphs between Paris and the following places:-Havre, Calais, Lille, Maubeuge, Marseilles, Toulouse, Bordeaux, and Nantes. The yearly expense they calculate at 900,000 francs, but the produce per annum would be 2,803,203 francs.—[London Times.]

before a treatise will appear from my pen.

Although science is a necessary and convenient accompaniment of practice, and the base and beauty of it, yet the knowledge of [From the Albany Daily Advertiser.]

SARATOGA AND SCHENECTADY RAILROAD.—This road is constructed by a joint stock company, incorporated in 1831. The capital was originally \$150,000, but the amount has been increased by an additional subcription of \$100,000, made in 1832.

It was commenced in 1831, and was so for fine the Albany Daily Advertiser.]

SARATOGA AND SCHENECTADY RAILROAD.—This road is constructed by a joint stock company, incorporated in 1831. The capital was originally \$150,000, but the amount has been increased by an additional subcription of \$100,000, made in 1832.

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in 1832. A number of beautiful cars was placed upon the road, and although the cholera prevented the usual travel to the Springs, the business actually done under all the disadvantages was much greater than could have been expected. The road was not finish-ed through the village of Ballston, and post coaches were employed to take passengers going to Saratoga, over the valley of the Kayderosseras. A very admirable piece of masonry carries the read across the creek, and it is now entirely finished.

This road is another proof of the remarkable fa cilities existing in this country for the construction of works of internal improvement. It is nearly level, and admirably adapted for swift and safe traveling.

The general course of the road from Schenecta-dy to Saratoga Springs is about north 30 deg. ast. For three-fifths of the distance it is straight, the residue consists of curves of various radii, which, with the exception of those at Saratoga and Ballston, do not exceed from 3,000 to 7,500 feet.

The graduation of the road is mostly level. The undulations are very gentle, and in no place exceed an ascent of 16 feet in a mile, or one in 330 feet.

The work is of a substantial and durable charac ter, with the exception of a few bridges of timber, and for three miles of the road, the rails rest on stone foundations; the residue are laid upon wood. rails are of yellow pine, and are covered with iron plates weighing 23 tons per mile.

The length of the road from the bridge over the

Mohawk at Schenectady to its termination at Saratoga, is 21.40 miles. The total cost of its construction, including carriage houses, stables, and two dwellings, is \$217,201 22, or \$10,149 per mile.

A locomotive engine has been ordered and is pected to be on the road by June or July next.

A more beautiful route, and a cheaper and better road, cannot be found in the United States. The effect is already to be seen in the villages of Ballston

It is calculated that there will be 35,000 person passing over the road from the 1st of May to the 1st September, judging from the summer business here-tofore done. Merchandize in considerable quantities has been transported to the north by this route since the opening of the navigation, and some canal freight it is said has been taken in advance of the opening of the northern canal. On the whole, we con sider this road the most successful experiment yet made, so far as regards the cheapness of of construction and the great profit to be derived from the investment.

> [From the Rochester Republican.] ROCHESTER RAILROAD.

To the Stockholders of the Rochester Canal and Railroad Company

The object proposed to be attained by the incorporation of the Rochester Canal and Railroad Company was the increased facility of transportation between the Erie Canal and Lake Ontario. You are aware, that at Rochester the Erie Canal is distant about three miles from the head of ship navigation, and that all ves-sels which can enter the harbor at the mouth of Genesee river, can come up to within this distance of the canal, and of the business centre of Rochester. It was deemed important to the interests of the company, and the public benefits proposed to be derived from the work, to intersect the canal in the business part of the town, near the principal mills, ware-houses, and other business establishments, and also that the route of the road should be such as to grant every possible facility to the profitable employment of the mills and extensive waterpower near and adjoining the present location of the road. The northern termination of the road on the Genesee river being within the limits of the proposed city incorporation, and uniting the harbor of the Genesee river with the business centre of the town by so cheap and expeditious a mode of conveyance, cannot fail

gable for vessels of the description employed in the lake navigation, is 254 76-100ths feet, and

as to be used for the transportation of passengers early || being there, and for most of the distance between that place and where it unites with Lake Ontario, enclosed between high, precipitous, and rocky banks, presented almost insuperable obstacles to the importation of heavy articles from the lake, such as salt, pig iron, wheat, timber, lumber, &c. unless by a land carriage of seven miles, being the distance from the lake to Rochester. The expense of this seven miles of transportation by land has hitherto confined the transportation mainly to descending freight, which could be transported three or four miles by land, and thence from the warehouses down inclined planes, by temporary machinery, at an angle of 45°, 160 feet, to the river, where vessels could receive it. object attained by our railroad is the connection of the town by a cheap and expeditious mode of conveyance, with the harbor of the Genesee river, and at the same time providing for ascending freight.

The location of the line, and forming the

grade so as to equalize as far as practicable the descent, and passing through a dense population, as well as descending from the canal, required more cutting and embanking, and expensive items of masonry, than was expected at the commencement of the organization of The directors have availed this company. themselves in the absence of any local experience in the construction of railroads, of advice of John B. Jarvis, Esq. who viewed the premises and has advised in its location, and assisted in obtaining and constructing the most approved cars. David Bates has been employed to give the levels and curves, under the advice and assistance, (when sick,) of David S. Bates, and Saratoga, where real estate is coming into destructed by J. H. Whitbeck, at the shop of Whitbeck & Hanford. The superintendant, as far as practicable, has economised in every part of this work, it being a road which was to test the experiment in this section of the state; obtaining at the same time the best materials, and built in an improved form. However, in consequence of the inexperience of all the artisans, not having the opportunity of obtaining materials advantageously, the unfavorable weather in the spring, the sickness of the season, and the short time taken to execute the work, the work has cost more than if built under other circumstances. In locating the main stem of road track, 75 chains is in curves of different radii, and 165 chains in straight lines,

divided into sections as follows:
1st Section, 63 chains from aqueduct descending, (except crossing Main st.) feet 5,33 2d Section, 127 ch. descent 408-1000 pr. chain of 66 feet. 51,90 3d Section, 27 ch. 50 l. to warehouse on high bank, descent 1 473-1000 pr. 4th Section, 600 feet, descent 1 foot in 6 feet, to Fall brook, 100,00 5th Section, 339 feet, descent 1 foot in 6 feet, to steamboat wharf, 56.50 feet 254,78

The principal inclined plane, 4th and 5th sections, is graded in steep, precipitous rock banks, requiring an average cutting of 30 feet on the upper side of the road, and the filling of a ravine at Fall brook, 50 feet in depth, principles of stone. At this point is an area is leaven without interface with the company. a ravine at Fall brook, 50 feet in depth, principle to the pally of stone. At this point is an angle in the plane, and the artificial table receives Fall dends or receipts of the coming year. The brook, after nearly a perpendicular fall of 100 pleasure cars of the company will accommofeet, which water is designed to be used as stationary power. These sections are nearly comtionary power. These sections are nearly com-pleted, and are intended to be in operation on the opening of the navigation. The other parts of the track, with eight branches and to aid greatly the commercial enterprise of our curve and greatly the commercial enterprise of our curve and to add greatly to the profitable miles and five chains of single track, has been trade heretofore carried on with various ports and places on Lake Ontario and the St. Law-renee river.

The elevation of the canal above the Genesee river, to the highest rount where it is particular platforms, being three fitable to the stockholders. They further feel assured, that a single track wood road could in use for a part of the fall business. The organization of the company and the filling up of the stock was not completed until April, at which time the work was efficiently com-

•	. T	
l	Land purchased that is available,	83,593,80
l	other than the line of road, - 44,802 yards of excavating and	#0,000,00
l	embankment, at \$10,93	
l	per yard, \$4,899,41	
١	2,286 perches of ma-	
١	sonry, at \$69.37 1.585.82	
l	2,023 yards gravel, for	
١	horse paths, at 28 cents, 506,25	~ AE1 40
١	Lumbor and timbor account	7,051,48 3,623,52
l	Lumber and timber account, - Iron rails, spikes, 8 sets turn out	0,040,04
I	irons, &c	4,467,64
I	Pleasure and freight cars, horses,	_,
l	harness, &c	3,397,62
l	Expenses of 4th and 5th sections,	
١	inclined plane,	3,737,46
١	Engineering, superintendance, and	1 501 01
Į	contingent expenses,	1,521,01
		29,992,48
١	Or thus:	~~,000, 3 0
١	Property on hand, other than line	
ı	of road, being land cars, &c. and	
ı	materials not used	\$8,742,67
ł	221,74 chains, single track of	
J	wood, 478 feet crossings, turn outs,	
1	circular platforms, wood work to	
l	one viaduct and 22,75 chains of track on stone blocks,	8,939,96
I	Grading, masonry, and horse path	7 051 48
l	4th and 5th sections, inclined	B, 1,001,10
I	plane to wharf,	3,737,46
I	Engineering, superintendance, and	
١	contingencies, (estimated,) -	1,521,01
l		00,000,40
l		29,992,48
1	Expenses of road, yellow pine	
١	rail, on sleepers and sills, finished	
ı	complete per mile,	\$ 2,727,20
I	Expense of road, yellow pine rail,	• -,,
١	stone blocks, 8 cubic feet to each	
I	block, per mile,	4,098,40
l	Grading, per mile, single track,	
I	masonry, including grade of branch not used, 2d track,	2,076,80
١	Receipts to 1st January, 185	
1	From pleasure cars, \$1,004,97	
1	From freight cars, - 397,00	
١		
J	1,383,97	
١	Deduct expenses connect-	
١	ed with receipts, 357,21	1 000 74
١	Interest of money on instalments	1,026,76
١	since called in, to 1st Jan. 1833, -	810,52
١	Amount of capital \$30,000—92	,
١	per cent. called in,	27,600,00
I	Add balance of receipts,	1,026,76
ļ	1	20.000
1		28,626,76
١	Expended, \$29,992,4	16 ve
1	Deduct paid, 28,626,7	Ю
1	I	

To pay this amount and divide the above re-ceipts will use the capital of the company. brls. per day. The directors are satisfied, that the objects contemplated by the company will be advantageous to the public, as well as pro-

Owing by the company \$1,365,72

ELISHA JOHNSON, President, and Superintendant for Construction. Rochester, 1st January, 1833.

nal improvements in this state are progress- Grove coal mines. ing with extraordinary rapidity. It appears from the report of the Canal Commissioners, read in Senate Dec. 6, 1832, that, of the length 108 miles. works constructed by the State, there are completed in canals now navigable, miles 4791 In hand and likely to be completed dur-

ing the present year, Independently of these, there are others constructed at the expense of corpo-2801 rations, and now in actual use, -

Thus on the 1st January, 1834, the total 8631 of navigable canals will be

In the construction and completion of railroads, great progress is making also. pleted, or progressing so fast that nearly all the borough of York—length about 10 miles. will be completed during the present year. Independent of this, other companies are 7592 miles.

forming.

this Journal, for March 5th, will be found an interesting letter from Mr. Edmund S. Coxe, From Muncy dam on the West Branch up of Philadelphia, giving a description of some that river to the mouth of Bald Eagle creek. ley, and the inexhaustible beds of bituminof the improvements going on, but as we Distance 40 miles and 18 perches. [This ous coal on the West Branch and its tribuconceive a more detailed list would not be uninteresting to our readers, we shall lay be- the improvement contemplated in that quar- of markets between Philadelphia and the fore them a complete list of railroads and ter.] canals, finished and unfinished, the greater part of which we copy from the Philadel. the north branch of the Susquehannah to phia Commercial Herald.

CANALS CONSTRUCTED BY THE STATE.

1. Canal from Columbia, on the Susquehannah, to the mouth of the Juniata, and up the Juniata to Hollidaysburg at the eastern base of the Alleghany mountain-distance

171 miles 246 purches.

2. Canal from Johnstown on the Conemaugh, at the western base of the Alleghany, down the Conemaugh, Kiskeminetas and Alleghany, to Pittsburg—distance 105 miles. The above lines, connected by the "Portage Railroad," over the mountain, form the great east and west communication. It has a double connection with Philadelphia, one from Columbia, by way of the Pennsylvania Railroad, and the other from Middletown, nine miles below Harrisburgh, and eighteen miles above Columbia, by the Union Canal.]

3. Canal from the mouth of the Juniata up the Susquehannah to the forks at Northumberland, then up the north branch to a point 2 miles below Wilkesbarre. Distance 96 miles 295 perches. [It is contemplated to extend this at some future day to the north communication.] line of the state, when a communication by canal and railroad will take place with the

Erie Canal.]

4. Canal from Northumberland at the forks of the Susquehannah, up the west branch to the Muncy dam—distance 26 miles 160 perches. [For extension see below.]
5. The French creek feeder, intended to

supply with water the future communication between the Ohio and Lake Erie-length 19 miles.

IMPROVEMENTS IN PENNSYLVANIA .- Inter-|| with a railroad of four miles to the Pine || ta, the salt and bituminous coal of the Cone-

8. The Schuylkill Navigation from Port Carbon on the Schuylkill to Philadelphia-

Delaware up the Lehigh to Mauch Chunk-

distance 46 miles.

Canal, from Honesdale on the Lackawaxen go Point. This line diverges from the forto the mouth of that stream—supposed 20 mer at the mouth of the Juniata, and passes miles.

11. Conestoga Navigation, an improvement of Conestoga creek by locks and dams Towanda, and Athens. It passes through

12. The Codorus navigation, an improvelearn that there are 4151 miles either com-ment of Codorus creek from its mouth up to railroad, and 234 by canal-common to the

Total of canal navigation now in use, 43 of canal.

The canals authorized and now in pro-In the 14th number of the 2d volume of gress at the expense of the State, and likely umberland, where it unites with the line last

is an extension of No. 4, and will complete taries. These articles will have their choice

From two miles below Wilkesbarre up the mouth of the Lackawanna—distance 12 [This is an extension miles 316 perches. of No. 3, and will leave about 90 miles towards the north line of the State

touched.]

From the confluence of the Beaver with the Ohio, (20 miles below Pittsburg,) up the former river to Newcastle—distance 24 miles 240 perches. [This is the commencement] of a communication between the Ohio and Lake Eric, which will pursue a northerly direction up the valley of the Shenango to the it was practicable to reach, has been brought summit at Conneaut lake, thence to Lake Erie, at the town of Erie. At the Conncaut summit it will be supplied with water from French creek, by a feeder described above as No. 5. From Newcastle to Erie, by the operation of paramount natural causes. by the route selected, will be about 78 miles.]

A canal and slackwater along French creek, from the commencement of the feeder to the junction of that creek with the Alleghany-distance 25 miles 224 perches. This work does not form a part of any great

By this statement it appears that after the present year only 90 miles on the north branch of the Susquehannah river, and 78 miles between the Ohio and Lake Erie, will remain to complete the whole system of improvement adopted by the State of Pennsylvania, and upon which operations commenced in the summer of 1826, less than That system will embrace seven years ago. when completed:

1. A great line of communication from 6. A canal from Bristol to Easton on the Delaware—length 59 miles 240 perches.

[This is the channel by which the coal trade of the Lehigh reaches Philadelphia.]

CANALS CONSTRUCTED AT THE EXPENSE OF CORPORATIONS, AND NOW IN ACTUAL USE.

The whole distance of communication from Philadelphia, passing by Lancaster, Columbia, Middletown, Harrisburgh, Lewistown, Huntingdon, Hollidaysburg, Johnstown, Blairsville, Pittsburg, Beaver, New-castle, and Meadville, to the Borough of Components of the Principle of the Princ 7. The Union Canal from the Schuylkill 481 miles, of which 118 miles is by rail-the property of a Company composed of enopposite Reading, to the Susquehannah at road, 20 miles by the Ohio river, and 343 terprizing citizens of Philadelphia and West Middletown—length 82 miles 88 perches. miles by canal. Distance from Philadel. Chester. Length nine miles—cost about Branch Canal and feeder, belonging to the phia to Pittsburgh 358 miles. [This passes \$100,000. Completed, and now in use. Union Canal Company, 22 miles in length, through the great iron region of the Junia-

maugh, Kiskeminetas, and Alleghany, and a country abounding in agricultural pro-

duct.]

2. A great line from Philadelphia to the 9. The Lehigh Canal, from Easton on the junction of the Tioga with the North Branch of Susquehannah, on the boundary of New-York, where a communication is now form-10. A part of the Hudson and Delaware ing with the Erie Canal, by way of Chenan-Liverpool, Selin's Grove, Northumberland, Danville, Berwick, Wilkesbarre, Pittston, from its mouth up to the city of Lancaster the Wyoming coal region, and opens a rich—distance about 14 miles. The Wyoming coal region, and opens a rich agricultural country to market. Whole distance 324 miles, of which 81 miles are by great western route 81 miles of railroad and

3. The West Branch Canal from the mouth of Bald Eagle to the Forks at Northmentioned. It opens the richest land in the State, the valuable iron of Bald Eagle valinterior of New-York, where both are needed.

4. The Improvement of French creek and the Delaware Canal, which at present are rather detached works than parts of any

great system of communication.

This brief summary, including all the works undertaken or contemplated by the State is sufficient to show that the Pennsylvanian system of improvement is simple in itself, and that almost every part is necessary to the perfection of the whole. By an examination of the map it will appear that every important section of the State, which into communication with the city of Philadelphia. The counties on the southern border, whose waters run into the Potomac and Monongahela, are alone excluded—and that

RAILROADS.

1. Pennsylvania Railroad, constructed at the expense of the State, from Broad street, Philadelphia, to the Susquehannah at Columbia, and there joining the Southeast termination of the State Canal,—distance 811 miles -30 miles being in actual use, and the whole in a fair way to be finished this year.

2. Portage Rail Road-constructed by the State—across the main Alleghany mountain by a series of inclined planes, connecting the Juniata at Hollidaysburg with the Conemaugh, at Johnstown-distance 36 69-100 miles, including a tunnel of 900 feet long, four large viaducts, and other works of great magnitude. This unites the Eastern Canal with the Western, and will complete the line of communication between Philadelphia and Pittsburg. A great part of this work is now completed, and will be in use next year.

3. The West Chester Railroad* is a

branch from the Philadelphia Railroad to flourishing village of West Chester. It unites with the Pennsylvania Railroad on the South Valley Hill, two miles west of Paoli. It is

* See Reilroad Journal, No. 5. Vol. 2.

4. The Philadelphia, Germantown, and orristown Railroad. The line begins at Norristown Railroad. the intersection of Spring Garden and Ninth your Journal, some additional remarks relastreets, and terminates at Norristown. Six tive to the "GUARD RAIL," as also extracts miles of this distance are completed, and now from celebrated publications adverting to Mein use. Preparations are making to finish the remainder. Made at the expense of a company.

5. Little Schuylkill Railroad. From Port Clinton, at the mouth of Little Schuylkill to the village of Tamagua, on that stream —distance 21½ miles, with several branches to coal mines. This is the work of a company, and is designed, principally, to transport coal to the Schuylkill navigation. Finished, [To be continued.]

and in use.

To the Editor of the American Railroad Journal.

Sir,—In submitting a few remarks on Mr. Bulkley's cast and wrought iron Rail, I felt aware of the natural sensitiveness of inventors to any objection to their improvements, often the favorite child of much mental labor, and touched on its vulnerable points with tenderness. But all such things being comparative, and their value depending on some calculable principle, that can be understood without seeing the metal, as well as if one had, opportunity is given, if it will bear the test, of proving by experiment the difference between a castrail with a lengthwise opening through it, and the same with a rod inserted and rivetted.

It is true that he insists that this rivetting is equivalent to the abutments of an arch; and that the labor of doing this may even be dispensed with by the contraction of the cast metal, around the wrought bar. But nobody will believe this without experiment, because it is contrary to experience in other cases. Let him place the bar in the centre of the mass, and it will contract to it; but if placed towards the lower side, it seems to me it cannot.

He gives no dimensions by which computation may be made, except that each foot suitable to props 8 feet apart, weighs 20 lbs., of course I inch weighs one and two-thirds of a pound, and contains 7½ cubic inches, and of, but recommended favorably to proper sourmay therefore be 2½ inches broad and three inches deep, and will therefore support a weight, if the props are 8 feet apart, of 1 ton and 150 pounds—but he says will bear 10 tons. If so, the effect must be very much to the contains of the project of the says will bear tons. If so, the effect must be very much to the contains of the contains of the commended favorably to proper sources for immediate adoption.

It is not at all remarkable, that if a new project be announced, wearing the semblance of supercedure or competition with old or other tons. If so, the effect must be very much to the commended favorably to proper sources for immediate adoption.

lessen the quantity of iron, in rails.

I however beg leave to reserve my belief in it until this is experimentally shown. The assurance of it will not at present excuse any engineer, who may be directed to calculate on this kind of rail, to order them of less size or dimensions than the strength of the cast iron alone will prescribe, because no work for use can be permitted to be more experimental than is in-dispensable. In this case, if there be any who think a cast iron surface preferable, the proof of strength is easily made.

And if it bears the test, the objections produ-

cing it may prove to have been of much use

to the inventor and the public.

It seems to me there is a better way of advancing confidence in any real improvement, than in asserting comparative excellence, that it will not pass with those whose business it is to know the facts resulting from practice. I take the case to be that wrought iron rails are durable, and do not exfoliate; but if the combination w! so increase strength as to lessen quantity and cost, then the rail, combined of cast and wrought, may be in some places pre-

So also I think there are in our country extensive routes on which it is necessary, for the economy of capital, to use wood, but unless

J. L. SULLIVAN.

[For the American Railroad Journal.] MR. EDITOR,-I propose for insertion in talic Rails: which remarks and extracts are occasioned by an article written by Mr. Sullivan, and published in your Journal of April 20th, in which he misrepresented the principle on which the Guard Rail depends, as also the theory and the practical results of uniting wrought and cast iron as practiced in the manufacture of "Guard Rails," thus causing a controversy publicly on points, the which a controversy publicly on points, the which a him that the very fact of its shrinking is a few minutes' trouble in examining the rails in cause of an orifice in cast metal being smaller my possession would have satisfied him of his when cooled than when in its fluid state. error: his remarks, therefore, proceeding from a mistaken view of the true nature of the case improvement is founded in the assertion that in question, seem the more remarkable when there is a necessity for it, assumed contrary to they were in direct opposition to statements of experience;" and adds, "it is denied by some eminent engineers who had examined it; and I may say, in opposition to every individual who has examined it, for, when understood in principle, I have not known an instance of its being disapproved of.

A highly respectable engineer in this city, who has become eminent for skill, sound judgment, general knowledge in his profession, and lastly, not the least, his remarkable caution in deciding on the merits of new projects, examined the description and specification of the "Guard Rail," and models, minutely; and remarked that his impressions were in favor of it, and added that, before he could make up his mind fully, he must see a rail with all its appendages in full size for use: consequently a full sized rail, pedestals, keys, and fastenings, the rail containing a wrought iron rod through its lower edge, from end to end, which, of itself, would sustain a distending force of more than forty tons, was made, and when this rail was examined by him, it was not only approved

would be remarkable if it were not so; it, however, is so, and is equally so in Europe as m this country. Every specific project has its interested advocates, and any appearance of innovation is met with a jealous eye; and when at a loss for reasonable objections, feigned ones become substituted. But it is always easy to distinguish by the import of publications on such subjects, whether they were penned with feelings of personal interest, with a view to the public good; and judicious conductors of at least so important concerns as the establishment of railroads, will search out and decide

I remarked that Mr. S. had misrepresented the principle on which the "Guard Rail" depends, as also the theory and the practical results of uniting wrought and cast iron, as practised in the manufacture of "Guard Rails."
He stated that, "when melted iron is poured around a cold bar of wrought iron, the latter expands, and on cooling contracts, and the cast iron in cooling shrinks, leaving it loose in the bore, towards the centre of the mass. All (he adds) depends, then, on this subsequent operation, and the quantity of heading produced by percussion."

In practice the result is as follows: A wrough iron rod of the required strength being first precautions for its durability be taken, it will properly placed and secured within the mould, prove in the end dearer than iron.

rounded by the fluid metal, and while the cast metal in the centre of the mass is yet in its fluid state, the rod by contact is brought to a red heat, and both by contact become of equal temperature : and as the contraction of wrought and cast iron, under equal temperatures, is the same, or so nearly alike that castings made on this principle appear as perfect as castings without rods, and when cold the rod is firmly held in contact within the cast metal—not loose, as remarked by Mr. S.; and such also, we should presume to be the effect in theory. Mr. S. states, as above, "cast iron in cooling shrinks, leaving it loose in the bore." Its quantum of shrinkage is one eighth of an inch to the foot. and I presume any iron founder would inform

In furtherance of Mr. S.'s objections, he stated as follows: "Besides, the claim of this neers, that wrought iron exfoliates under the wheel," and further adds, from Wood's Treatise on Railroads, several extracts, all of which are on one side of the question: one, and the most remarkable of which, is the statement purporting to be made by Mr. G. Stephenson, of Newcastle, who stated "It has been said by some engineers that the wrought iron exfoliates, or separates in their lamins, on that part which is exposed to the pressure of the wheels," and adds, "this, he says, I pointedly deny, and ands, this, he says, I pointedly deny, as I have closely examined rails which have been in use for many years." This denial of Mr. Stevenson, to say the least of it, was a poor compliment to those engineers whose experience probably warranted their making those statements: in another light, it is of the description sometimes termed "knock-down argument," generally proceeding from sources where basis is wanting for sound argument. But, as I before remarked, feeling on subjects of this nature runs high in England, as well as in this country; every specific object has its interested advocates, who will use every means in their power for its attainment. And such judicious directors and engineers, who view statements in their proper light, will examine, and decide for themselves.

I will add one more of Mr. S.'s quotations, as follows: "Mr. R. Stephenson, of Edinburgh, bears testimony to the preference of wrought iron, of which he says half the weight of cast iron will suffice." This I admit, but it should be borne in mind that Mr. Stevenson alluded to cast iron rails as then used, which were liable to cause accidents by sudden fracture; consequently they required to be made of say double the weight of wrought iron: this, therefore, is the weight of wrought iron: this, therefore, is not a point in competition with the "Guard Rail," which was not known at the time that statement was made. The true contrast, in comparison with the "Guard Rail," would be as follows: The wrought iron edge rail in common use weighs say 12 to 15 lbs. per foot, for say foundations three feet apart: the "Guard Rail" of dimensions as now made, say 20 lbs. to the foot, with foundations NINE FEET APART. Its usefulness in this, the primary object of it, is even admitted by Mr. S., as appears by his remarks, which he stated as fol-lows: "In cities, where the object is to have few supporters, and guard against shocks, it is highly probable it would be comparatively useful." So far as relates to the saving of capital, added to the consequent dispatch in completing roads, it is as important to dispense with twothirds of the usual number of foundations in the country as in cities, besides the important advantage of the lesser number of founda-tions to be kept in order; and it is equally as important to guard against "shocks" in the country as in cities. Mr. S. further quotes from Wood's Treatise: "Page 71, mention is mould, which, when coming in contact with the made of a Mr. Hawkes, who attempted an imrod, causes the rod to expand; and when surproved rail of this kind, cast over wrought

of partial difficulties, which, perhaps, Mr. Bulk-ley's method may have overcome." It may here be well to mention what those partial difficulties were, in order to show that it was a different description of rail. It was deemed a desideratum in the construction of "Rails," to retain the benefit of a hard cast iron upper surface for the wheels to run upon. Mr. Hawkes' improvement for attaining that point was as follows: He first constructed a rail of wrought metal, upon the upper edge of which were dovetails, or notches, and over these notches cast iron was applied, so that the upper edge of the rail for about three quarters of an inch down was cast iron, and the lower part of the rail was wrought iron, so that the wrought iron part was not only exposed near the surface to corrode, but a trifling deflexion produced by weight passing over them, caused the thin cast iron plate to crack, and work loose upon the notches; whereas the "Guard Rail" not only possesses the advantage of a hard cast iron upper surface, but its lower surface is also of cast iron, the wrought iron part is incased and protected from corrosion, and the rod passing through the lower edge of the rail from end to

Although it is considered by judges who have examined the "Guard Rail," that it combines qualities rendering it independent of the good or bad qualities of every other description of rails, yet, inasmuch as partiality has been shown in quoting extracts from publications relative to the subject in question, I propose to add a few, and but a few, extracts in this communication, as I find it to be already too long.

Tredgold, in his Treatise on Railroads, page 128, stated as follows: "Malleable iron rails have been applied only as edge rails, and we have already noticed the advantage they possess in giving connection to the parts and strength to the rails themselves. But it has strength to the rails themselves. been observed, that the great weight on the wheels, rolling on those rails, extends the laminæ composing their upper surfaces, and at length causes these surfaces to break up in scales. This defect is a very serious one. It has," he adds, "been found that an overstrain does not break them, but only gives them a set curvature in proportion to the weakness, and hence the upper fibres become crippled and upset, to use a technical phrase, very expressive of the fact."

It should be remarked that Tredgold alludes to this effect being produced by great weight. Probably rails used only for light loads would not be thus affected. Again in Tredgold, page 130: "Wrought iron rails have yet had but an imperfect trial; we expect they will be found of short duration; and in consequence of knowing that wrought iron exposed in a similar manner to the action of moisture does decay very rapidly. We have inquired respecting the fact of the probable duration of wrought iron rails, and have had many opinions, but not a fact worth transcribing. The process of decompo-sition," he adds, "is, undoubtedly, slow, but constant; and before putting down 40 or 50 miles of road with this material, there should be clear evidence of the time it is likely to last." It is assumed by the advocates of wrought iron, that, while in use, the process of decomposition is checked: of this there can be no doubt, at least so far as relates to the upper surface; but whether checked in those parts which are placed in pedestals, is doubtful. Wood, in his Treatise, when on this part of the subject, remarks on the difference between the tendency to rust, between a bar at rest, and a bar laid as a rail subject to "continual" motion, and states that a "railway bar of wrought iron, laid careless-ly upon the ground alongside of one in the railway in use, shows the effect of rusting in a very different manner. The former will be continually throwing off scales of oxydated iron, while the latter is scarcely affected. This prop of dependance, to advocates of wrought iron, will be subject of deep reflection among men

fron, but without success, from the occurrence of understanding, it being well known that of partial difficulties, which, perhaps, Mr. Bulk-wrought iron rails, in capacity, are small, and will not suffer much diminution by corrosion, before they would become dangerous for use, with heavy loads; and when laying long roads, a proportion of the rails must necessarily remain at rest a long time, subject, of course, to corrosion, before they can be subjected to that "continual" motion alluded to by Mr. Wood. And further, in the establishment of long roads, much of it must necessarily be on unsettled earth, where foundations are liable to yield, and require to be broken up for arighting; and if those foundations be so numerous as only "three feet apart," the rails might remain for long periods in an unused state; they might also remain long unused in consequence of the falling away of embankments, or other damages occasioned by storms or otherwise, delays in winter, &c. &c. I have in my possession wrought iron which has been in close contact with earth only about four months, and is now incrusted and deeply indented with corrosion; and there are in the city bars of "cast iron," the lower surface of which is imbedded in stone, the upper surface exposed, which were placed in the situation they now are before the revoend as before described, secures the rail on the lution in this country; were probably so placed principle of the "arch." lution in this country; were probably so placed principle of the "arch." about sixty years since, and are now, apparently, as free from corrosion as if they had not been exposed three months; even the corners remain perfectly square, and is a circumstance which goes far in justifying my assertion, that there were no good reasons for supposing but that the "Guard Rail" would last fifty, or even a hundred years.

In order further to establish the superiority

of cast iron over wrought iron, I will quote a paragraph from the first American, from the second English, edition of "Wood's Treatise on Railroads," page 147, as follows: "Since cast iron superceded the use of wooden rails, it has been most extensively used in the construction of railroads; as usual in like cases, at its first introduction considerable opposition was made to its use; its brittleness and liability to break; its cutting the wheels when in the form of edge rails, and several other objections were urged against it; time and experience have, however, confirmed its utility and extirpated those prejudices, though its nature renders it liable to break when subjected to sudden

The "Guard Rail," as now manufactured, not only remedies that evil, of liability to break, but, as any person of discernment will discover on examination, the "Guard Rail" would even be sustained by its guard fit for use, if from any cause the cast tron were, or could, in use,

be cracked crosswise in many places.

At the same page Mr. Wood adds, "It is considered of paramount importance in the construction of a railroad, to form it of such materials as combine strength and duration with economy. Cast iron, while it presents a surface that opposes little obstruction to the wheels of the carriage, forms a substance which is also very durable, and resists the action of the wheels with great effect."

I have written much more than I intended when I commenced; the subject, however, when well understood, must be very interesting to capitalists who contribute in the estab-lishment of railroads. When considering, that in this state alone, capital to the amount of full, or perhaps over, \$30,000,000 is incorporated, and proposed to be placed at the disposal of Directors for that object, and in some other states, perhaps, in an equal ratio, a correct understanding, therefore, not only by Directors, but by Engineers, on whom reliance for reasonable conclusions is placed, is very impor-

nication which appeared in the last number, on this subject, signed "U. A. B."

R. BULKLEY. I am respectfully yours,



SUPPOSED ORIGIN OF THE CORINTHIAN OR-DER OF ARCHITECTURE.—The above wood cut represents the leaves of a plant called the Herb Bear's Breech, the leaves of which it will be observed are large and shaggy, and the artist has given it all that beauty of form which it is said, from the accidental circumstance of the pressure on the top, to have originated in the mind of Callimachus the idea of the Corinthian order of architecture.

"It was at first used by the ancients as an ornament to friezes and cornices, and at length to the other members of architecture, but is principally employed as the grand ornament of the Corinthian and Composite capitals. The Greeks used for this purpose the leaves of the cultivated acanthus (acanthus mollis), commonly called brank ursine, or bear's breech, from its shagginess, which grew spontaneously both in Greece and Italy. The Gothic architects and sculptors, on the contrary, have used the wild and prickly acanthus (acanthus spinosa), being smaller in its parts and more suited to the littleness of their styles of art. Although architecture has made the greatest use of the acanthus, yet the other arts have also adopted it as a chaste and splendid decoration. We find among the ancients, as well as among the moderns, various instruments, household furniture, and utensils, ornamented with leaves of the acanthus. These artists, in preserving the general form and character of the plant, have made their sinuosities and curves more or less prominent, to suit their purposes, and have thus given them a more sculpturesque effect. In the Corinthian capital they are executed with more fidelity and elegance: the whole plant surrounds with its aspiring leaves the vase or bell of the capital, as if attempting to lift up the abacus that covers the whole, they then turn down and form themselves into graceful volutes." [Partington.]

STOCKING KNITTER .- The Lancaster, Pa. Miscellany notices the invention of Mr. Mc-Mullen, of Huntingdon county, in that state, of a machine of the above name. It is described as being turned by a crank, and requiring about as much power as a small hand organ. It is capable of performing the work of six expert knitters, and adapted to the knitting of wool, cotton or silk.

NOVEL MODE OF PRESERVING HUMAN RE-MAINS.—M. Barruel, an eminent French chymist, boasts of being able to extract iron enough from the blood of a deceased person to strike a medal the size of a 40 franc piece. "He that hath the ashes of his friend," says And, if not deemed as intruding too largely on the columns of your Journal, I propose, in the next number, (other pursuits permitting,) to offer a few remarks in reply to the commutooffer a few remarks in reply to the commutooffer a few remarks in the last number, on the possibility of possessing iron relics?-[Medical Gazette.]

[From the London Mechanics' Magazine.]

It is now upwards of twenty years since Sir Robert Seppings introduced into the Royal Navy various improvements in shipbuilding, which are universally allowed to have imparted great additional strength, safety, and durability, to our ships of war: yet, to use the words of Mr. Knowles, (Inquiry into the Means which have been taken to preserve the British Navy,) such is "the jealousy incident to human nature, in properly appreciating and applying the inventions of others, or the indolence of the mind in not bringing itself to examine new methods or combinations—these improvements, while they have been eagerly grasped by foreign nations, are but slowly introduced in the ships of our merchants, and, with an apathy hardly to be credited, are totally neglected by the first trading company in Europe (the East India Company)." The advantages of the improved system, however, are so manifest and indisputable, that all that was wanting to bring it into general use, in the mercantile navy, was, that some influential individual connected with shipping should take it upshould make it his business to promote its adoption, not only by his own example, but by pressing it in every possible way on the public attention-should do, in short, for the merchants' yards, what Sir Robert Seppings We are happy to has done for the King's. found in Mr. Ballingall, the author of a very clever and intelligent work, which we have now before us, entitled "The Mercantile Navy Improved." Mr. Ballingall has brought rable prominence, but great practical experience, combined with what seldom accompanies it in men of his class, a very earnest and clear-sighted desire of improvement. He candidly acknowledges that "the greater part" of the alterations in construction which he proposes to have adopted in merchant ships, are already "in practice in the Royal Navy;" but he has at the same time enhanced the utility of these alterations by so many new suggestions, and added so many valuable contrivances, entirely his own, that he has a fair claim to be considered as himself an improver of the first order.

We cannot undertake to give within the limits to which we must needs confine ourdistinct point of view before our readers, two or three of its more important features.

1. The filling in of the timbers—that is, bringing the ribs or frames into one compact body up to the gunwale-claims, on account of the immense consequences dependent upon it, the first place in our consideration. A ship is but an arch of peculiar adaptation, and the strength of every arch is in proportion to the mutual dependance of the parts on each other; but, according to the ordinary mode of building merchant ships, not more than one-half the timbers have such a mutual dependance. Every alternate couple of ribs only is connected together, and the intermediate timbers (absurdly enough termed fill-

other, resting only on the outer planking, the bows, and yet this ship was floated off." without contributing, in the smallest degree, towards the support of the general structure. of introducing this practice into general use This loose and dangerous mode of construction in the Royal Dock Yards; but when in oftion has, at the instance of Sir Robert Sep. fice, he had himself the liberality to point out pings, been altogether abandoned in the con- to Mr. Ballingall, in the model-room at the of ribs, without exception, is closely connect. Lady Nelson, which was built about 1790, ed, and all the smaller interstices, as high as under the directions of Admiral Schanks, the floor heads, are filled in and caulked; in on the principle of a perfect union of the short, the bottom is converted into one compact solid mass, and that wholly exclusive of two years, still running, and "tight as a bot-the outer planking. It must be evident that the." pact solid mass, and that wholly exclusive of a ship thus constructed may sustain very considerable damage in her outer planking— lose actually a plank or two, or even her keel and yet reach the place of her destination; while the loss of even a portion of a single plank or of the keel would be the destruction of a vessel built on the present mode. When water gets once past the outside planking of any ordinary vessel, nothing but the pumps can save it; and should these get choked, or the crew become exhausted in working them, (both very common cases,) down she must go. From numerous illustrative instances adduced by Mr. Ballingall, of the advantage which ships of war possess over merchant vessels in this respect, we quote the it will be naturally asked how any water, following:

"On or about the same ledge of rocks on which the Wolf, sloop of war, struck, and say that such an individual has at length been lay fast for two nights and a day, in March, found in Mr. Ballingall, the author of a very 1830, at the back of the Isle of Wight, the vessel at the time she struck going at a considerable rate through the water, at the very top of high water of a high spring tide, and with to the task he has undertaken, not only all a considerable swell on, and which vessel was the weight of an official situation of conside. got off again and is now in the East Indies, ward and aft as may be required from the having been dragged over the rocks for half a mile by assistance from Spithead, the vessel beating very hard upon the rocks with the lift of the sea all the time, the Carn Brea Castle, free trader to India, was lost only a few months before, having got ashore under more favorable circumstances for getting off again. What could this be owing to? The ships were nearly, I believe, of similar tonnage. The answer is plain and obvious. The Wolf inches of outside plank, without allowing her plank to protect her, of, I presume, 3 inches plank of, I also presnme, 3 inches thick, than the sloop of war, viz. the ceiling plank, to be tight on the top; the boards to be without taking any thing from her stowage, sloped up to the kelson."—P. 20. and the fair inference is that she would have been got off and preserved."-P. 97-99.

Mr. Knowles, in a letter to Mr. Ballingall, ships with solid bottoms have been more duwas carried away, also the lower piece of stern, five feet four inches of the stern-post, four pieces of the dead wood, nine strakes of The better to elucidate these different im-

Ballingall's Improvements in Ship-Building. ||ings) are entirely unconnected with each||the bottom, amidships, and many strakes in

Sir Robert Seppings has justly the credit struction of our ships of war. Every couple Navy-Office, the model of a brig called The timbers, and is now, after a lapse of thirty-

> Mr. Ballingall thinks that "nearly all the vessels which have been lost by foundering and collision might have been saved, if the vessels had had solid bottoms;" and there can be no question that the loss of life and property from the neglect of this mode of construction is annually immense.

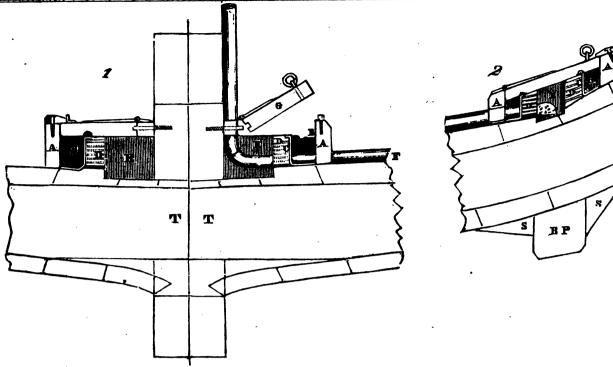
> 2. Caulking the whole of the ceiling or inner planking of the vessel, and thus making it water-tight. This is contrary to the practice pursued in the Royal Navy, and, we are induced to think, somewhat superfluous, but is strongly recommended by Mr. Ballingall, on the ground of its affording a double security against a leak. If this, however, be done, which may have got into the vessel from inboard, is to get to the pumps to be pumped out? The answer to this question brings us to Mr. B.'s third important improvement, which consists in

3. An improvement in the water-course, by means of what are called percolators

"I would propose a water-course to be led alongside the kelson on each side, as far forspring of the vessel raised above the level of the adjoining ceiling, by what I would call percolators, and the bottom of said watercourse sunk at least an inch and a half or more below the level of the adjoining ceiling, to allow any water which might get into the vessel to drain off the ceiling into this water-course. There should be a gradual acclivity forward and aft, to cause the water to flow readily along the water-courses had a solid bottom of 15 inches thick at the to the bottom of the pumps. This would be keel, being 12 inches of timbers, and three greatly assisted by the spring of the vessel. inches of outside plank, without allowing her In men of war, East and West India ships, to have had any ceiling. The Carn Brea and, in general, in all vessels which either Castle would only have an outside bottom carry no cargoes, or their cargoes in packages, these percolators may be readily made selves, the whole details of Mr. Ballingall's thick. Yet this vessel would have timbers of strong and thick oak battens, fastened to system; but we shall endeavor to place in a of 12 inches thick, if no more, and a ceiling the ceiling close to the water-courses, and raised, say from 6 or 8 inches high, above making 3 inches more than the sloop of war, the ceiling, with notches cut in the under but neither of which were of the least use to edges or sides of them, similar to, I believe, her in keeping out the water. Had her timbers been close and her ceiling been caulk. to be covered with limber boards, as at preed, she would have had one more protection sent, and the boards would not be required

> Mr. Ballingall does not propose these percolators simply because they obviate the objection before stated to the caulking of the dated "Navy-Office, October 24, 1831," ceiling, but for this further reason, that, states that "the whole navy proves that the whether the ceiling is caulked or not, they furnish a better means of conveying the warable than they used to be when openings ter to the pumps, and keeping the pumps clear were left;" and he particularly specifies the than any now in use, while at the same time case of the Success, which went ashore in they contribute considerable additional stabi-Cockburn Sound, when "the whole keel lity to the vessel. The explanations on this

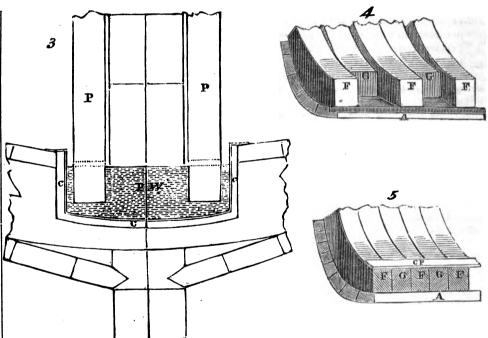
^{*} The Mercantile Navy Improved; or a Plan for the Greater Safety of Lives and Property in Steam Vessels, Packets, Smacks, and Yachts, with Explanatory Drawings. By James Ballingall, Manager of the Kirkaldy and London Shipping Company, and Surveyor of Shipping for the Port of Kirkaldy, 1833. Morrison, London



provements, we copy from Mr. Ballingall's book the accompanying illustrative sketches. Fig. 1 is part of a transverse section of a ship built on Mr. Ballingall's plan, and fig. 2 a continuation of that section (part broken off.) TT is the compact floor, with its bottom and ceiling planking. AA are guards fitted to protect the percolators from damage by shovels, &c. in taking out ballast or unloading a cargo. BB spaces filled with tanner's bark, charcoal, &c. or such substances as will allow the water to flow freely through them, and keep back sand, and so prevent the copper strainers, on the outer edge of the percolators, from being choked. CC the copper strainers (shown by double lines) on the outer edge of the percolators. DD the percolators, the lid or covering being open on the starboard side in midships, and shut on the larboard side and at the bilge receiv. er. EE limbers or receivers for water. FF the pipe which leads from the water-course down into the well prepared for it at the bilge. G shows the top of one of the main percolators opened; that on the other side is represented as shut. BP is the bilge piece. SS the water-courses, serving as supporters to the bilge piece. Fig. 3 is another transling this improved system of ship-building, has published, from Messrs. Ogilvie & Crichton the bilge piece. Fig. 3 is another transling this improved system of ship-building, has published, from Messrs. Ogilvie & Crichton the bilge piece. verse section, showing the alterations necessary to be made in the positions of the pump
(P), pump-well (PW), and cistern (CC), in
order to suit there are two which are particularly deservling of notice: one is the greater security
from fire which it affords, in consequence of
all the vacancies, which at present act as so
has been built, "in most respectation to the of a longitudinal section of a merchant ves-many funnels to the flames, being filled up; plan now recommended," and that it is the sel, cut off at a line perpendicular to the out-and the other, the protection obtained from intention of the company to which it belongs side of the keel. F is the floor, G the fut- vermin, in consequence of there being no to adhere to that plan in any vessels which tocks. It will be seen from this, that the harbor left for them between the timbers and they may hereafter build." We trust that outside planking is reduced at the garboard the inside and outside planks. strake, A, to one-half the general thickness, by the rebate for the water-course; so that, supposing the general thickness to be, as practical men; it is certain, also, that the improvements which it embraces are not left between the inside of the ship and the equally applicable to all merchant ships:

| Mr. B.'s book contains, also, instructions for rendering vessels, already built on the present plan, more secure at a cheap rate. He element on which she floats. Fig. 5 exhibits in section the same part of a vessel as linear transfer or ship-owner plan of pl bits, in section, the same part of a vessel, as rejects it on either account, we would earnestly advise him to send for Mr. Ballingall's plan. Here
the floors, futtocks, or cross pieces (G,)
book, where he will find nearly every possiCompany. Mr. S.'s plan was, "that no planks of the bottom (A), and ceiling plank ble objection very frankly discussed, and ship should have a thorough repair; but in-

to withstand all accidents.



Various objections to the system will na- be long without numerous imitators.

(CP), form one complete mass, and present every modification, which particular circumstead of this, that its bottoms and upper a substance of 181 inches, (instead of 111) stances may call for, provided for with great works should be doubled with three-inch oak plank, from keel to gunwale, and strengthwithstand all accidents. intelligence and ability. Intelligence and ability ability and ability. Intelligence and ability ability ability ability ability ability ability ability ability ability ability ability ability ability. Intelligence and ability ab

at a small expense." Mr. S. thought that of hornblende, green stone and sceinite.— limestone land in the great valley, will receive ships so repaired would "be stronger and About five miles to the north of us is the 70 to 80 (and I am told even a hundred) at a small expense." the worst weather, than new ships," (that is, new ships on the old construction;) and in diately on the southern side of this valley, is deemed most advantageous to commence The company of which Mr. B. is manager hills, formed of mica slate, with beds of ser-six years—i. e. every time the field comes in have had two of their smacks, the Enterprise pentine rock and hornblende on the side next turn to be broken up with the plough; and satisfactory

stormy and tempestuous weather-and were both at sea during the late very severe storm on the 10th curt., when so many vessels were wrecked, and have not admitted a drop or water through their bottoms or sides."

AGRICULTURE, &c.

[From the New-York Farmer.]

'THE SEASON.-In this vicinity, and, as far as we have been able to learn, in other sections of the country, the season is from ten to fifteen days earlier than the last. The weather has not been only mild, but is now become dry. Farmers and gardeners have had a fine season to get their work advanced.

It is, we believe, a general remark, that a forward April is not followed with a fruitful sea-

The following article contains so much practical information, and so methodically presented, that we can not delay in giving it to our readers. It forms a part of the proceedings of the New-York State Agricultural Society.—[ED.]

Letter from Dr. Wm. Darlington, of Penn. sylvania, on the Use of Lime in Agricul-

WESTCHESTER, (Penn.) December 17, 1832.

Dear Sir,-Your letter, containing a number of queries relative to the operation and utility of Lime, in the processes of agriculture, was received in the early part of June last: but as I have been much engaged during the past summer, with duties which required all my attention, and as your letter intimated that answers furnished "any time during the present year" would be in season for your purposes, I have taken the liberty to postpone my reply until now.

I proceed, then, with great pleasure, to furnish you with such facts and remarks as my opportunities for observation have ena-With a view to render the bled me to offer. answers more explicit and satisfactory, I will annex them, seriatim, to your several inqui-

Query I.—" Upon what lands does lime operate most beneficially:

- 1. In regard to geological formation,primitive, transitory, secondary, and alluvial?
- 2. In reference to the soil,—as sand, clay, lime, and vegetable matter?

riders, if necessary—all which might be done || here is gneiss, - with occasional beds, or veins, || to 50 bushels per acre. safer, and be able to keep the seas longer in great valley of transition limestone, stretch-bushels to the acre with advantage. On very this opinion Mr. Ballingall perfectly concurs. running parallel with it, is a broken ridge of with. It is usually repeated every five or and the Fifeshire, thus doubled; and it ap- to the gneiss rock, on the southeast. Over as the land improves, the quantity of lime is pears from the following paragraph, which the gneiss rock, and among the hornblende, increased. The prevailing practice here is we extract from the Scotsman of the 28th the soil is generally a stiff loam; and there, November last, that the result has been most I think, the best effects are perceptible from early in the spring,—harrow it once, and then tisfactory:

"We understand that since the Kirkaldy laying the schistose rocks, the good effects of der) preparatory to planting the field with and London Shipping Company's smacks, lime are sufficiently obvious, under the man- Indian corn. Every field, in rotation, re-Enterprise and Fifeshire, have been fitted agement of skilful farmers; but the benefits ceives this kind of dressing; and as our farms with double bottoms, they have frequently seem to be less permanent. On the serpentine are mostly divided into about half a dozen been deeply laden—have encountered very rock the soil is extremely sterile, and neither fields, the dressing of course comes once in lime nor barn-yard manure can be used with much advantage. In the limestone soil of ber of the fields. Some enterprising farmthe great valley, where one would suppose it ers, however, give their fields an intermediate was already redundant, lime is used with advantage; and much heavier dressings are grass; which I consider an excellent pracput on, than in the adjacent districts. I can litice, tending rapidly to improve the condition not furnish the rationale of this practice; but of the land. I believe the fact is established, that more lime is required to produce the same benefi- ||an effete state?" cial effect upon soils resting on limestone rock, than upon those overlaying gneiss, and perhaps some other primitive rocks.

I have had no opportunity to witness the efhas led me to suspect, that the same quantity

in a stiff loam. A good proportion of decom-the kiln. posed vegetable matter adds greatly to the beneficial effects of lime; and hence our farmers are desirous to mingle as much barnyard manure as possible with their lime dressings, and to get their fields into what is called a good sod, or turf, full of grass roots. a dressing of lime has an admirable effect.* The soils indicated by a natural growth of in which such grasses as the poas and festuobserve, that lime has been found more or less district. It is most so on hilly or rolling lands, where clay predominates,—less permanently so among the mica slate,—and least of all, on the magnesian rocks. The soil on these last is rarely worth cultivating.

Query II .- "What quantity of lime is applied to the acre, upon different soils, at a

single dressing, and during a period of years?"

Answer.—The quantity of lime per acre, with the condition and original character or the soil. Highly improved land will bear a heavier dressing than poor land. On a soil to incorporate the lime with the soil. of medium condition, the usual dressing is 40

limestone land in the great valley, will receive to plough down the sod, or lay, in the fall, or six years, more or less according to the numdressing, on the sod, after they come into

Query III .- " Is it applied in a caustic or

Answer.-It is usually obtained in a caustic state from the kiln,—deposited in heaps in the field where it is to be spread, and water sufficient to slack it to a powder is then fect of lime upon secondary and strictly allu-||thrown upon it. As soon as slacked it is vial formations; but the above circumstance loaded into carts, and men with shovels distribute it as equally as possible over the of lime would not be so signally beneficial in ground. It is generally considered best to secondary, as it is in certain primitive forma- put it on the ground whilst it is fresh, or warm, as the phrase is; and it is certainly Lime, undoubtedly, has a good effect in soils easier to spread it equally while in a light which are sandy, even where sand predomi-pulverised state, than after it gets much wet nates; but I believe its meliorating properties with rains. I am inclined to think, too, it is are most conspicuous in a clay soil, or rather better for the land, when applied fresh from

> Query IV .-- "To what crops is it most advantageously applied, and at what season?

Answer.-It is usually applied, as already intimated, to the crop of Indian corn, in the spring of the year-say the month of April. Then Occasionally it is applied, preparatory to flect.* sowing wheat in autumn. When used as a top dressing, on the sod, it is generally applied black oak, (quercus tinctoria,) walnut (juglans in the fall—say November. The prevailing nigra,) and poplar (liriodendron), and those impression is that it is most advantageously applied to the Indian corn crop; and hence cas best flourish, are generally most signally the general practice. But the truth is, it is benefitted by the use of lime. In short, I may highly advantageous at any and at all seasons; and our shrewd old farmers have a saybeneficial in any description of soil, in this ing,-" Get your lime on for your corn, if you can,-but be sure you get it on the land some time in the year.'

> Query V.—" How is it incorporated with the soil-by the plough or the harrow? and is it applied in any case as a top dressing to grass and to grains, and with what effect?

Answer.-As already stated, after the sod is ploughed down for Indian corn, it is usually harrowed once to render the surface more which can be used advantageously, varies uniform. The lime is spread as equally as possible over the field, and then the ground is well harrowed in different directions, in order afterwards, the field is marked out and planted * The yard manure is not usually mingled with the lime for the purpose alluded to. I have mentioned the inverted sod,—and, the ensuing spring, to manure the same field for a burley crop; or, to reserve the manure a primitive region, and my observations very much limited to agricultural processes in soils upon that formation. The prevailing rock * The yard manure is not usually mingled with the lime for the purpose alluded to. I have mentioned above, that lime is occasionally used as a top dressing for grass. It appears to be particularly beneficial to that crop; and answers extremely well when applied in that manner. The prevailing rock is most usual to the inverted sod,—and, the ensuing spring, to manure the manure field for a burley crop; or, to reserve the manure field for a burley crop; or, to reserve the manure fled for a burley crop; or, to reserve the manure fled for a burley crop; or, to reserve the manure the burley crop; or, to reserve the manure fled for a burley crop; or, to reserve the manure the burley crop; or, to reserve the manure the burley crop; or, to reserve the manure the burley crop; or, to reserve the manure fled for a burley crop; or, to reserve the manure the burley crop; or, to reserve the manure the burley crop; or, to reserve the manure the burley crop; or, to reserve the manure the burley crop; or, to reserve the manure the burley crop; or, to reserve the manure the burley crop; or, to reserve the manure the burley crop; or, to reserve the manure the burley crop; or, to reserve the manure the burley crop; or, to reserve the manure the burley crop; or, to reserve the manure the burley crop; or, to reserve the manure the burley crop; or, to reserve the manure the burley crop; or, to reserve the manure the burley crop; or, to reserve the manure the burley crop; or, to reserve the manure the burley crop; or, to reserve the manure the burley crop; or, to reserve the manure the burley crop; or to reserve the manure the burley crop; or to reserve the manure the burley crop; or to reserve with corn. The plough is rarely, if ever used,



and the application of a dressing to each field in rotation, causes as much labor and expense sterile slaty ridges, and on magnesian rocks, every year as our farmers generally are willing to incur. Lime has rarely been used as a top dressing to grain crops, within my knowledge.

Query VI.—"What is the ordinary cost per acre of liming, and the relative profits, in increased products, of a period of years?

Answer.-Quick lime, at the kilns, usually costs twelve and a half cents per bushel. The farmers generally haul it with their own teams; and the additional expense depends, of course, materially upon the distance. It is frequently hauled by them a distance of 8. 10, and even 12 miles. The average, perhaps, is about 5 or 6 miles. It is delivered to me by the lime burners, (a distance of near-ly six miles,) at 18 cents per bushel. At the lt is, therefore, almost universally neglected. rate of 40 bushels to the acre, the cost at 18 cents, would be \$7.20 per acre. It is diffi- tory manner, I confess,) to answer your quecult to estimate with precision the relative ries according to my best judgment. If what profits, in increased products: but I can safely say, from my own experience, on a small make the subject better understood, I shall be farm of middling quality, that two dressings of lime at the above rate, in the course of 8 the honor to be, your obedient servant, or 9 years, have more than trebled the products of the land to which it was applied, both in grain and grass. It is to be understood, however, that the system of ploughing only so much ground as could be well manured was adopted at the same time. I may also observe generally, that the farmers of this district, (who are shrewd economists,) are so well convinced of the beneficial effects of liming, that, costly as its application seems to be, they are unanimous in sparing no effort to procure it. Lime has been found to be peculiarly favorable to the growth of pasture, when the farm is otherwise well managed; and as our farmers are mostly in the practice of feeding cattle, they resort to liming as an indispensable auxiliary to successful grazing.

Query VII .- " Is lime applied with yard manures, or earthy composts, and with what

Answer .- I have already intimated that vegetable matters, and especially yard manures, are highly important in conjunction with lime. Both are valuable, even when used separately; but when combined, the effect is most complete. If to this be added that great secret of good farming, viz. to plough only so much ground as can be well manured, the state of agriculture may be considered nearly perfect.

Lime is, in some instances, added to earthy composts, preparatory to distribution on the field; but it is doubtful whether the extra labor of this method is compensated by any peculiar advantages. It is not generally practised.

Query VIII .- " Is powdered limestone (carbonate of lime) applied to soils; and if so, does it induce fertility otherwise than by mechanically ameliorating their texture?"

Answer... No instance of powdered limestone being applied to soils has come under my notice. I can, therefore, form but a very imperfect opinion of its utility. If it were even as beneficial as quick lime, (which I doubt,) I apprehend it could not be procured Suggestions relative to Florists' Work for May. and applied with less cost and labor.

Query 1X.-" On what soils, if any, in your neighborhood, is lime found to be inoperative, as a fertilizing application; and the cause of its failure?"

is wholly inoperative as a fertilizer. On some form are displayed with the utmost taste to it has indeed but a slight effect; and even the benefits of barnyard manure are very transient. In low swampy grounds, also, unless they are previously well drained, the labor of applying lime is pretty much thrown away. There seems to be something in the constitution of magnesian rocks peculiarly unfriendly to the growth of the more valuable plants. Indeed, there are patches of the soil perfectly destitute of all vegetation. Repeated attempts have been made to cultivate the bases of our serpentine banks; but neither lime, nor manure, will enable the farmer to obtain more than a light crop of small grain. Neither clover, nor the valuable grasses, can be induced

I have thus endeavored, (in rather a desulamply gratified. With great respect, I have

WM. DARLINGTON. JESSE BUEL, Esq. Cor. Sec. &c.

the New-York Farmer.

SIR,—As the season is approaching when we expect to increase and multiply our live stock, permit me to present to your readers some of the directions that are appropriate to the subject.

The eminent surgeon, Henry Cline, Esq. of London, has given the world his views, from which I glean the following summary of doctrine. The external form is considered an indication of the internal structure. On the size and soundness of the lungs the health and strength of the animal principally depend. The size of the lungs is indicated by the form and size of the chest, particularly its breadth. should be the length of the neck, that it may collect its food. For strength and travelling, in flower. The head should be small, to facilitate the Cline supposes bones disproportionably large to indicate an imperfection in the organs of nutrition, and by no means to imply great strength.

Those breeds of stock are to be preferred that have a regular and pretty rapid growth. To be stationary or slow in growth, implies disease or disordered functions, and is seldom attended with beauty and compactness of form. Those breeds that have the property of growing are generally straight in their back and belly. Although we do not want much belly, yet gauntness or paucity of intestines bespeak a material defect. Hardy, healthy constitutions, arriving soon at perfection, not only in size but in fatness, prolificness, quality of flesh, lightness of offal, gentleness, as well as other properties, are to be brought into view.

Yours, &c. SUFFOLK COUNTY. April, 1833.

By the EDITOR.

If in the field I meet a smiling flower, Methinks it whispers, "God created me, And I to him devote my little hour, In lonely sweetness and humility."

This is considered the loveliest month in the Answer.—There is no soil in this district, year. Unanimated nature is not only clothed, turned out into the open air, the effects of the

above related, is, however, chiefly followed: ||deemed worthy of cultivation, on which lime ||but is in her gayest attire; every color and please and delight the eye. Animated nature is not only cheered but vocal with song. Who can refuse to join in the universal chorus? Whose mind is so constituted that it cannot be enlivened when the eye, the ear, and the smell are so richly regaled? Deep must be the trouble and corroding the cares of him whose vibratory chords are not struck into tune.

AIR.—Plants in the hot-house require to be accustomed to air by leaving the sashes down in the day time, and sufficiently so in the mild nights, to prevent the air from becoming close and heated. They require to be well watered every day, and syringed as often as every other

RE-POTTING.—Messrs. Hibbert and Buist consider the present and the succeeding month, in preference to August, to be the most suitable time to re-pot hot-house plants. They give the following reasons. Fresh soil in August stim-ulates to a renewed action that the warmth of the weather will not sustain, and consequently assumes a yellow cast. Whereas, re-potted in the spring the increased vigor is sustained, and the wood is properly ripened.

GREEN-HOUSE.

Raising Horses, Cattle, and other Live Stock.

By Suffork County. To the Editor of out of the green-house. These plants, geraniout of the green-house. These plants, gerani-ums for instance, that are inclined to grow spindling, should be so placed that they may have as much light as possible. The plants generally should not be exposed to the sun all day, particularly if the pots are so situated as to become heated. Great care is requisite in watering, some requiring much more than others. Knowing their native country and their habitat is a great guide. Succulent plants require much sun, while others generally require but a little.

RLOWER GARDEN.

Sowing Spens.-Hardy annuals and biennials should be sown early in the month. Those exotics of warmer climates require to be sown about the middle of the month. ous kinds of perennial seeds should be put in

be planted early in the month, and carefully labelled.

DOUBLE WALL FLOWERS.—Being partially biennials they are seldom propagated by seeds, but by shoots, which should be about three inches long, and put in a shady situation.

ROOMS.

EXPOSURE.—Plants that have been in open airy rooms can with safety be turned out into the open air the first week in May. The more delicate ones, however, should be retained a week or two longer, according to the state of the weather. Judgment should be consulted, so that the air, the wind, and sun, should not greatly vary, at first, from what they were accustomed to in the rooms.

Bulbs.-Those that have done flowering should have the pots laid on their sides to ri-pen the bulbs. In a week or two the bulbs ought to be taken out, dried, put in papers, and carefully marked.

GENERAL REMARKS.—Much attention should be given to saving seeds of flowers when ripe. A few of the best from the most healthy and vigorous plants are more valuable than many promiscuously gathered. Every florist, and every lady who cultivates, should keep a diary of her floral operations,—the time of flowering under ordinary or peculiar treatment, when air of the room, mode of propagating, and vari-ous other particulars. Such a diary would press whence it issues. In addition to Sermons and ous other particulars. Such a diary would serve as a directory for future years, and would not fail of increasing the knowledge of plants.

NEW-YORK AMERICAN.

APRIL 27, 29, 30, MAY 1, 2, 3-1833.

LITERARY NOTICES.

MENOMS OF GEN. LAPAYETTE AND OF THE REVO LUTION OF 1830, by B. SARRANS, Secretary to Gen. Lafayette : New York ; J. & J. HARPER : 2 vols .-The memoirs, of which we here have a translation produced, as they are well fitted to do, a great sensation on their first appearance in Paris. The revo lution of three days, to which Gen. Lafayette impos ed a term, and hoped to consummate its aim and hopes by presenting Louis Phillippe to the nation as the representative on the throne of republican principles, had already begun to retrograde when these volumes appeared. The Bourbon rather than the republican, the descendant of the legitimate race rather than the man of and from the people of the barricades, swaved the destinies of France; and already Lafitte, who was, after Lafayette, the great foun der of Louis Phillippe's throne, and Lafavette him self, were disregarded personages in the new system of politics. In this state of things, a volume purporting to recall the attention of the nation to the actual occurrences just preceding and succeeding the three days, and justifying its statements by reference to official documents, and to private and confidential interviews and discussions, could not fail to com mand general attention. Efforts have been made to discredit the authority of these memoirs, and the London Quarterly Review has recently affirmed tha they were disavowed by Lafayette himself. So far as such disavowal, if made, may be construed as extending to the authenticity and accuracy of the documents and letters published in the work, we take leave to question that such was the purpose of La fayette. He meant, we do not doubt, to exonerate himself from any imputation of having suggested or perhaps even wished the publication of these me moirs—for they tend to exalt his character and in fluence so much, that it would have savored of ego tism that he should be privy to their appearance. But we have full confidence in the statements here made. and in the faithfulness with which events and import ant conversations are related. In this view, and be se of the honor it does to Lafayette, this book will be popular with Americans.

Boys and Girls' Library of Useful and Enter TAINING KNOWLEDGE, Vol. VI and VII. New-York J. & J. Harper.—These two little volumes, prepared by Mr. Thatcher, whose Lives of the Indians, in a recent number of Harpers' Family Library, was so well received, furnish from the same pen the leading traits of Indian character, and notices of the habits and pursuits of the Indians, in a style adapted to instruct while it interests the youthful reader. There are several engravings in each volume, which add to their value and ornament.

THE AMERICAN ORNITHOLOGY, by ALEX. WILSON with seventy-six colored Engravings. Philad., H. HALL-N. Y. COLLINS & Co.-This recent edition of Wilson's beautiful work, has the convenience of presenting all the plates in a single volume of large quarto size, while the admirable biographies of the birds, with one of the author himself, by Mr. Ord, are given in three volumes, royal octavo. This was the pioneer work of American Ornithology; and the price at which it is afferded, fifty dollars, places is more within common reach, than the larger, more expensive, and more magnificent work of Audubon.

THE WORKS OF THE REV. ROBERT HALL, A. M. vol. III.—N. Y. J. & J. HARPER.—This volume completes the publication of the works of this emilithis excellent text book.

Letters of Mr. Hall's, we have here a Memoir by Dr. Gregory, of the life and career of his great friend. This tribute was to have been paid by Sir James Mackintesh, but death took him from the scene ere he had accomplished the undertaking, which friendby one man to another than Mackintosh, paid to Hall. In a letter published in the memoir, referring to a sketch which he, Mr. Mackintosh, had prepared of his own life, he says to Mr. Hall-" On the most impartial survey of my early life, I could see nothing which tended so much to invigorate and excite my understanding, and to direct it towards high though, perhaps, scarcely accessible objects, than my intimacy with you." Such praise, from such a quarter, is precious indeed.

Dr. Gregory's Memoir follows Mr. Hall, step by step in his career, from his being set apart for the ministry, his residence at Cambridge, at Leicester, at Bristol, to the closing scene in February, 1831 It speaks of him with affectionate admiration; but withal, with discriminating praise; and seeks not to make him, what it is not given to man to be, fault less. The consciousness of great abilities often led Mr. H., as a disputant, into an impetuous and presumptuous course of argument, where victory, rather than truth. seemed to be the aim; and his great delight seemed to be to confound his adversaries habit, however, his biographer says, "never tempted him to trifle with the sanctities of religion." It is not only as a learned and eloquent clergyman that Robt. Hall is known. He was a friend to man's best interests as connected with political systems; and regarded those European governments, which trampled upon the rights of man, as "operating most fatally to the extinction of light and virtue." It was a permanent conviction, as forcibly expressed in his own words. "that he who is instrumental in perpetuating a corrupt and wicked government, is also in strumental in unfitting his fellow men for the felicity of the celestial mansions." Among, and indeed the very first of, his political publications, was an eloquent "apology for the Freedom of the Press," a pamphlet widely circulated in this country at the close of the last century. The soundness of his judgment, however, and the earnestness of purpose with which he had devoted himself to preaching the gospel, taught him the inconveniences to a clergyman of political celebrity; and he therefore soon receded, not from his principles, as the memeir justly distinguishes, or from the avowal of them in private, but from the further advocacy of them in public, and came to the conclusion, which we think so true and wise, 'that the Christian ministry is in dan. ger of losing something of its energy and sanctity by embarking in the stormy elements of political debate. His subsequent life was governed by that conviction; and of that life and its valuable fruits, these volumes furnish an enduring and faithful record.

THE NEW YORK SPORTING MAGAZINE, No. II. New York: C. R. Colden.-We are glad to find this second number so spirited in its execution. There are two good colored engravings of celebrated horses -one of Birmingham, winner of the Doncaster St. Leger stake in 1830, the other of Prism-with memoirs of both these horses. There is also an amu sing and spirited sketch of fleshing a young bull-pup in Staffordshire. The papers too are varied, and all either useful, or amusing, or both.

ELEMENTS OF DESCRIPTIVE GROMETRY, by Prof. Da. vies of Westpoint, of which we announced the publication by the Messrs. Harper last year, have been just issued in a second edition from the same press; and we need say no more to show the demand for

THE PERSONAL NARRATIVE OF JAS. O. PATTIE; edpress whence it issues. In addition to Sermons and lited by T. Flint : Cincinnati, E. H. Flint ; N. York. Peter Hill .- To those who delight in tales full of incident,-of perils among savage hordes, and encounters with ferocious beasts, -of wanderings in interminable forests, and exposure upon arid sands; or to those who, looking deeper than the mere interest ship and admiration of kindred genius had led him in the scene of the moment, take pleasure in studying to assume. A higher tribute can scarcely be paid its effect upon the characters brought beneath their observation,—this remarkable narrative will prove highly interesting. The author-whose veracity is endorsed by Mr. Flint, to whom, we have Mr. Fs express word for stating, that he is indebted only for a few verbal alterations and topographical illustrations—is a thorough backwoodsman.—" a plain. blunt man," who delivers his round unvarmished tale with an appearance of truth and simplicity that must at once obtain him credit, even while it makes his readers smile.

> His father, who it appears distinguished himself as a subaltern in the last war, was induced by a reverse of fortune and domestic calamity, to leave St. Louis early in 1824 upon one of those hunting and trading expeditions which are occasionally starting from that place to Mexico. Young Pattie, then about twenty, made one of the party, which, from consist. ing of but a few in the first instance, gradually increased in number, until it amounted to one hundred and sixteen well armed and well mounted adventurers, skilled in the use of weapons and familiar with the dangers and resources of frontier life. It may give some idea of the sufferings, hardships and dangers which this party encountered, to mention, that what with exposure and accident, famine, fever, and deadly conflict with the Indians, there were but sixteen of its number surviving at the end of five years; and the majority of these either captives in New Mex. ico, or wandering, stripped of every possession, even to their arms, over a country where the face of every man was turned away from them as "infidel dogs," who had been justly punished for trying to spy out the nakedness of the land. For the general course of the narrative, we refer those desirous of becoming acquainted with the most striking peculiarities of life in the wild regions traversed by the Messrs. Patties, to the book itself; but we have marked a number of passages, which, for the bold situations they exhibit, and the thrilling interest they excite, are hardly excelled even in the most highly wrought works of fiction.

> What, for instance, can be more animated than the following account of a midnight attack from a bear, with the melancholy consequences of his ferocity:

We came to water, and encamped early. I was one of the guard for the night, which was rather cloudy. About the middle of my guard, our horses became uneasy, and in a few moments more, a bear had gotten in among them, and sprung upon one of The others were so much slarmed, that they burst their fastenings, and darted off at full speed. Our camp was soon aroused, and in arms for de-fence, although much confused, from not knowing what the enemy was, nor from what direction to expect the attack. I still stood at my post, in no little alarm, as I did not know with the rest, if the Indiana were around us or not. All around was again still. ness, the noise of those in pursuit of the horses being lost in the distance. Suddenly my attention was arrested, as I gazed in the direction from which the alarm came, by a noise like that of a struggle at no great distance from me. I espied a hulk, at which I immediately fired. It was the bear dev. horse, still alive. My shot wounded him. It was the bear devouring a port of my gun, together with the noise made by the enraged bear, brought our men from the camp, where they awaited a second attack from the unknown enemy in perfect stillness. Determined to avenge them. selves, they now sallied forth, although it dark, that an object ten steps in advance could not be seen. The growls of the bear, as he tore up the ground around him with his claws, attracted all in his direction. Some of the men came so near, that the animal saw them, and made towards the

They all fired at him, but did not touch him. now fled from the furious animal, as he seemed intent on destroying them. In this general flight one of the men was caught. As he screamed out in his agony, I, happening to have reloaded my gun, ran up to relieve him. Reaching the spot in an instant, I placed the muzzle of my gun against the bear, and discharging it, killed him. Our companion was literally torn in pieces. The flesh on his hip was torn off, leaving the sinews bare, by the teeth of the bear. His side was so wounded in three places, that his breath came through the openings; his head was dreadfully bruised, and his jaw broken. His breath came out from both sides of his windpipe, the animal iu his fury having placed his teeth and claws in every part of his body. No one could have supposed that there was the slightest possibility of his recovery. through any human means. We remained in our en campment three days, attending upon him, without seeing any change for the worse or better in his situ-ation. He had desired us from the first to leave him, as he considered his case as hopeless as ourselves We then concluded to move from our encampment, leaving two men with him, to each of whom we gave one dollar a day, for remaining to take care of him, until he should die, and to bury him decently.

The feelings of his companions recur so strongly to the deserted sufferer, that they return to him; and after carrying him a day's journey further upon a lit. ter, the painful ceremony of leave-taking again ensues, and he is left to perish in this unfriended region.

A cavalry charge of Indians, like the one here described, must be 'a goodly sight' to look upon:

I do not think an eye was closed in our camp that night; but the morning found us unmolested; nor did we see any Indians before the sun was at the point spoken of. When it had reached it, an army of between six and eight hundred mounted Indians, with their faces painted as black as though they had come from the infernal regions, armed with fuzees and spears and shields, appeared before us. Every thing had been done by the Indians to render this show as intimidating as possible. We discharged a couple of guns at them to show that we were not afraid, and were ready to receive them. A part advanced towards us; but one alone, approaching at full speed, threw down his bow and arrows, and sprang in among us, saying in broken English 'Commanches no good me Iotan, good man.' He gave us to understand, that the Iotan nation was close at hand, and would not let the Commanches hurt us, and then started back. The Commanches fired some shots at us, but from such a distance that we did not return them In less than half an hour we heard a noise like distant thunder. It became more and more distinct, until a band of armed Indians, whom we conjectured to be Iotans, became visible in the distance. they had drawn near, they reined up their horses for a moment, and then rushed in between us and the Commanches, who charged upon the lotans. latter sustained the charge with firmness. Th The The discharge of their fire arms and the clashing of their different weapons, together with their war-yell, and the shrieks of the wounded and dying were fit accompaniments to the savage actors and scene. I do not pretent to describe this deadly combat between two Indian nations; but, as far as I could judge, the contest lasted fifteen minutes. I was too deeply interested in watching the event, to note it particularly. We wished to assist the Iotans, but could not distinguish them from the mass, so closely were the parties engaged. We withheld our fire through fear of injuring the Iotans, whom we considered our friends. It was not long before we saw, to our great satisfac-tion, the Commanches dismounted, which was the signal of their entire defeat.

Among other descriptions of animals, we find one of a singular breed of sheep :

Upon these we saw multitudes of mountain sheep. These animals are not found on level ground, being there slow of foot, but on these cliffs and rocks they are so nimble and expert in jumping from point to point, that no dog or wolf can overtake them. One of them that we killed had the largest horns that I ever saw on animals of any description. of them would hold a gallon of water. tastes like our mutton. Their hair is short like a deer's, though fine. The French call them the gree cornes, from the size of their horus which curl around their ears, like our domestic sheep. animals are about the size of a large deer.

And another, of a race of hoge, equally remarkable: In these bottoms are great numbers of wild hogs, in preparing it for the press. We could wish, however, work of such rare value, and we a species entirely different from our domestic that it had not been so wretchedly printed, and so full comments to another opportunity.

All||swine. They are fox-colored, with their navel on of typographical errors, not to mention verbal ones. their back, towards the back part of their bodies. The hoof of their hind feet has but one dew-claw. and they yield an odor not less offensive than our polecat. Their figure and head are not unlike our swine, except that their tail resembles that of a life, which Mr. Cooper's descriptions of it have perbear. We measured one of their tusks, of a size haps greated, he more likely to compand an account of the compand so enormous, that I am afraid to commit my credibility, by giving the dimensions. They remain undisturbed by man and other animals, whether through fear or, on account of their offensive odor, I am unable to say. That they have no fear of man, and that they are exceedingly ferocious, I can bear testimony myself. I have many times been obliged to climb trees to escape their tusks. We killed a great many, but could never bring ourselves to eat them.

An Indian's idea of baptism :

Mocho asked us. how we baptised our people? answered that we had two ways of performing it; but that one way was, to plunge the baptised person under water. He replied promptly, 'now there is some sense in that;' adding that when a great quantity of rain fell from the clouds, it made the grass grow; but that it seemed to him that sprinkling a few drops of water amounted to nothing.

A good shot :

We had scarcely made our arrangements for the night, when 100 of these Indians followed us. The chief was a dark and sulky looking savage, and he made signs that he wanted us to give him a horse. We made as prompt signs of refusal. He replied to this, by pointing first to the river, and then at the furs we had taken, intimating, that the river, with all it contained, belonged to him; and that we ought to pay him for what we had taken, by giving him a horse. When he was again refused, he raised himself erect, with a stern and fierce air, and discharged his arrow into the tree, at the same time raising his hand to his mouth, and making their peculiar yell.
Our Captain made no other reply, than by raising his
gur and shooting the arrow, as it still stuck in the
tree, in two. The chief seemed bewildered with this mark of close marksmanship, and started off with his men. We had no small apprehensions of a night attack from these Indians.

These bows and arrows, however, though no match for the western rifle, are not to be despised as efficient weapons; and any one who is skilled enough in the noble sport of archery to drive the head of an arrow through an inch board at a reasonable distance. can readily believe, that what is stated below can be accomplished by more practised hands with the same weapon:

We had the merriest sport imaginable, in chasing the buffaloes over these perfectly level plains, and shooting them with the arrows we had taken from the Indians we had killed. I have killed myself, and seen others kill a buffaloe, with a single shot of an arrow. The bows are made with ribs of buffaloes and drive the arrows with prodigious force

Here, in five lines, is a complete picture of a whole race of Indians:

Here we met a band of the Grashopper Indiana who derive their name from gathering grasshoppers, drying them, and pulverizing them, with the me which they make mush and bread; and this is their chief srticle of food. They are so little improved, as not even to have furnished themselves with the means of killing buffaloes. At sight of us, these poor two-legged animals, dodged into the high grass like so many partridges.

We have still many entertaining passages marked for extract, which are not here quoted, having already given more than our usual room to this single volume. The most amusing of these, perhaps, is one in which the band of hunters first come to tidewater, at which they were almost as much astonished as the followers of Alexander. They encamp upon the sand-bar of a Mexican river, and being flooded by the tide coming in from the sea in the night, which they mistake for a freshet, paddle their cances to the shore, where, upon composing themselves to sleep, they are equally surprised to find themselves left high and dry by the retreating waters in the morning. We take leave of this volume with the persuasion,

such, for instance, as the repeated use of "learned" for "taught." The author, who is said to be in need. would, in the existing rage for accounts of savage haps created, be more likely to command a ready sale for his work abroad than at home; but we trust, that before a copy of the work is sent to England for republication, Mr. Flint will, for his own credit, revise the errors.

A Course of Lectures on Dramatic Art and Li-TERATURE, by Augustus William Schlegel; translated from the original German by John Black; Philadelphia, Hogan & Thompson.—The history of the drama, were it not that some of the most cultivated nations of antiquity were unacquainted with theatric representation, would seem also to embrace the his. tory of literature and civilization. But, while Hero. dotus, in treating of the customs of the ancient Egyp tians, makes no mention of a theatre, and while the Persians and Arabians, among whom letters were so ardently cherished when Europe was wrapped in Go. thic ignorance, possessed no national drams—it is evident that neither a flourishing state of the arts as among the first, nor a general taste for poetry as a. mong the last, are essentially connected with theatrical production: especially as while those ingenious and remarkable peoples were altogether ignorant of the drama, a rude species of it has been found to prevail among the naked savages of the islands of the Pacific.

The modern drama, which only dates from the fifteenth century, (for Boccacio in delineating the manners of his time, makes no mention of stage exhibition) may be considered rather as an entirely new creation than a revival of the ancient theatre; altho the race of critics that have sprung up with it would subject the theatrical productions of later ages to the same rules which they insist regulated those of antiquity. But while the miracles of saints, and the sufferings of martyrs, exhibited at first in travelling wagons, and afterward in barns and hovels, betray a similar origin of what Schlegel terms "the romantic drama," to that of the classic, which had its birth in rude representations of the more elegant and poetical mythology of the ancients exhibited likewise upon cars that were transported from place to place-we see no reason why an entertainment that in both instances sprung from distinct though similar sources among separate peoples, and was modified among both by their peculiar conditions of society and different ad. vances in civilization, should be subjected to rules of composition imposed by either. Schlegel himself makes light of the pedantic laws of the French critics upon the much contested point of the unities, and yields an animated preference to those writers who. like Shakspeare and Calderon, in defiance of the precepts usually attributed to Aristotle, (but which he denies to have been delivered by that philosopher,) follow the impulse of native genius. Of Shakspeare, indeed, he is the warmest encomiast, and although bringing every weapon in the armory of criticism to bear upon his plays, he is still keenly alive to that union of wonderful and varied powers which distinguishes the grand master of his line. He dwells with warmth upon the noble and tender impressions to be gathered from his plays—he delights with the enthusiasm of a kindred spirit in the blending of gigantic strength and insinuating loveliness in Shak. speare's poetry, and he shows his thorough qualifications for the task he has undertaken of criticising every master in the whole range of the drama, by his enlightened and heartfelt appreciation of one who unites the powers of all in himself. But the neces. sity of bringing this notice unexpectedly to a concluthat Mr. Flint has done a service to the reading public sion, prevents us from doing justice at presen to a in preparing it for the press. We could wish, however, work of such rare value, and we must defer our

STIMMARY.

The Legislature of New York, having been in ses sion 120 days, and enacted 323 laws, terminated its labors at three o'clock Tuesday. Several of the most important bills, says the Albany Evening Jour nal, not having been finally acted upon, will become subjects for future legislation. Among these, is the to the nen imprisonment law and the bill reducing the legal rate of interest to six per cent., which pine I the House, but were not taken up by Senate.

AUDUBON 3 BIRT OF AMERICA.—It is with real satis faction we state, that on motion of Mr. Speaker Livingston, in the assembly of this State, provision has been made in the supply bill for the purchase of a copy of Audubon's magnificent work on the Birds of America, to be deposited in the State Library. By the same bill, the trustees of the Library were also authorized to nurchase a pair of Globes, of superior workmanship. deposited in the library by the ingenious manufacturer, the late Mr. John Wilson, of Albany.

DINNER TO CAPT. BACK .- The Montreal Gazette, in an animated account of the festivities of St. George's day in that city, at which Capt. Back and Dr. King were special guests, has the following:

The President now claimed a bumper to the health of the head of a government and country which was now in perfect union and friendship with our own. He had already alluded that evening to the people of the United States in language of praise, but the peo-ple of Canada never could forget the liberal, generous and humane conduct of that people last year towards the numerous British emigrants, who knew not where mingled satisfaction. They had been long in triendto put their heads, and must ever recur to it with un. ship with them, long may it remain so. "The President of the United States."—Three times three Hail Columbia, and the Chorus in Euryanthe by the Bavarian brothers.

Meredith Ogden, Esq., rose, and said that being there, Messr an American by birth, though he had reaided in this city from manhood, he felt an honest pride in the institutions and prosperity of his native land. There never was a period at which the amity between the United States and England was stronger or more likeknew well they fully entered into the humane intentions of the expedition, and he felt convinced that there was no place where the enterprize was more laudably encouraged and the success of it more desired than in the city of New York.

MUNIFICENT CHARITY.—Col. THOMAS H. PERKINS, of Boston, has presented the following donation to stituted Rector of St. Ann's Church, Brooklyn, L. I. the New England At ylum for the Blind. Truly the spirit and liberality of such conduct is above praise.

I give the House in which I reside, as a perma. nent Asylum for the Blind, upon the conditions expressed below. As the house is fifty feet square, and the adjoining land contains nearly eleven thou-sand feet, it will furnish accommodation for all the persons who may be thrown upon our community at one time; and as the stables are of brick, and sub-stantially built, they may, if required, be converted nto dormitories. The conditions I annex to the gift are as follows, viz:-The house and land shall always be occupied as an Asylum for the Blind; and in case the present mansion should be destroyed by fire, it shall be rebuilt for the same purpose; or in case it is not rebuilt, within three years after being destroyed, the land shall revert to my heirs at law.

I value the Estate at \$30,000; but as a house

whatever be its value, is but of comparatively little use without the means of supporting those who are to inhabit it, my second condition is, that \$50,000 shall be raised to form a fund for the support of the establishment; hoping that it may be increased by donation hereafter, by those who are at present unable to afford their aid. Another condition I shall exact by the terms of the deed, which I shall give is, that in case the corporation for the blind should ease, the estate shall revert to my heirs at law; hereby making it obligatory upon posterity to keep up the establishment, to avail itself of my donation.

The munificence of Bostonians towards their public institutions, whether for education or for charitable uses, is proverbial; but, so far as this city is con-

We remarked on Saturday, the noble donation by Col. Perkins to the Asylum for the blind. We now find by the Boston Daily Advertiser of Saturday, that "the Hon. Jonathan Phillips, son of the late Lt. Gov. Phillips, has authorized the subscription of \$5-000, towards meeting the Fund proposed to be raised as the condition of Col Perkins's donation to the Institution for the Blind."

WESTPOINT.-The following list comprises the names of all the Visiters appointed to attend the annual examination in June next. We have heard, however, with regret, that Mr. Washington Irving, and Gen. Lewis, of this State, have both declined the appointment.

MASSACHUSETTS ... Rev. Mr. Leland, James Russell, Esq.
..Gov. Fenner.
..Washington Irving, Esq.
..Gen. E. Root,
..Gen. E. Root,
..Gen. Van Bensselaer,
..Gov. Yates,
..Perley Keyes, Esq.
..Hon. M. Dickerson.
..Col. C. Banks,
..Hon. I. B. Burden,
..Hon. T. H. Crawford.
..James Rogers, Esq.
..Wm. S. Heath, Esq.
..Hon. Mark Alexander.
..W. Pope, Esq.
..J. Haskin, Esq.
..Hon. J. Foreyth. James Russeil, Esq. RHODE ISLAND.... NEW JERSEY.... PENNSYLVANIA. DELAWARE..... MARYLAND.....VIRGINIA..... KENTUCKY.... GEORGIA....TENNESSEE..... Hon. J. Forwyth. Rev. C Coffin. Col Rankhe

THE FRENCH TREATY .- Drajt of the United States Protested .- A draft drawn by the United States Go vernment on the Government of France, for the first instalment of the indemnity, agreed by treaty to be paid by the latter, for spoliations committed on our The amount is about Commerce, has been protested. Nine Hundred Thousand Dollars. The draft was a sight and negociated here to the Bank of the United States. Protested in Paris, the agents of the Bank there, Messrs. Hottinguer & Co. interfered for the honor of the Bank and paid the amount .-- [Courier

Commodore Porter.-This gentleman has bee dangerously ill. He writes to a friend in this city-United States and England was stronger or more likely to last than at the present moment, and he felt hap by at the reception which their distinguished guests had received from his countrymen in New York: he have been stated into the burners into the mentions in his letter, that, from his window, he sees a succession of corses, borne to the grave, and at the moment of writing, forty or fifty unburied bodies were lying in his view at the place of interment.-[Washington Globe.]

Institution.—On the second Sunday after Easter, he 21st instant, the Rev. Benjamin C. Cutler was in

Indians again .- The Illinois and Missouri papers, of the first week in April, contain rumors of warlike movements of the Indians. In estimating these, due allowance must be made for the love of the m lous, for easily excited apprehension, and in addition for the convenience of another summer expenditure of a million of dollars. All rational conclusions are against the probability of Indian hostility, unless provoked and brought on by the whites. -{Cincinnati Gazette.]

[From the Courier and Enquirer.]

DESTRUCTIVE FIRE.—A fire broke out about four o'clock on Saturday afternoon, in the second story of the building No. 18 Gold street, which, from the combustible nature of the materials on which it had to feed, soon threatened an extensive conflagration. The upper part of the building which was occupied by Mr. Paulding as a carpenter-shop, was soon completely enveloped in flames, and extended in a short time to the lower story occupied by Mr. Foster as a packingbox making establishment, which with the apper part was soon consumed. It then attacked the adjoining building, No. 20, occupied by Mr. Bloomer as a carpenter-shop, which soon ahared the same From the narrowness of the street, and the difficulty of speedily bringing a supply of water to play upon the different buildings which caught fire, it communicated to both sides of the street, and extended its destructive ravages until about 6 o'clock P. M, when its progress was successfully arrested.

Two or three buildings in the interior of the block were consumed, one of which was an extensive smith.

cerned, not at all—we grieve to say it—contagious. || tain, nor the amount of insurance. The place where these houses stood is now a pile of smouldering ruins, in which latent fires still continue to burn; and the street is completely blocked up with the fallen frag-ments. Many families have lost their homes and their all.

> DESTRUCTIVE FIRE .- Four blocks of Buildings destroyed-Forty Horses burnt to death .painful duty to record one of the most desolating conflagrations, with which our city has ever been af flicted. The fire commenced about 11 o'clock, last night, in the extensive stables of Mesers. Kipp and Brown, at the corner of Hudson and Bank streets, and before assistance could be rendered, upwards of forty horses perished in the flames. The block forty horses perished in the flames. bounded by Hudson, Bank, Green wich and Hammond streets, was burnt to the ground in twenty minutes from its breaking out; it speedily communicated to the adjoining block, taking a westerly direction, which very soon after shared the same fate. About this time the wind, which had been high during the day, now freshened into a gale—the flames soon crossed to the westerly side of Hammond street, and shortly after the entire row fronting on Perry street and extending all the way to Washington street, comprising altogether four squares was in a blaze.

> Language can scarcely describe the scene of confusion and consternation at this moment-hundreds of families who had removed their furniture to places supposed by them to be secure, were now seen flyin every direction before the fury of the all-absorbing element: in many instances furniture. after

> being removed, was destroyed by the fire.
>
> Through the dense cloud of smoke and burning cinders, children, half naked were to be seen running to and fro, crying for their parents, and parents in despair shricking the names of their children!

> The destruction of property during this appalling cene, must have been immense, and the extent of suffering and distress in consequence, incalculable. The fire had not been arrested at the time our informant left: but, from the abstement of the wind. together with a full supply of water in constant play, at the corner of Perry and Washington streets, it was supposed its progress would be effectually stopped at that point.—[Daily Advertiser.]

> Thus far the Daily Advertiser of this morning. We now add all the authentic information we could gather on the spot.

> The fire is supposed and asserted by many to have been the work of incendiaries-it can indeed, it is said, be proved to be so. In the upper part of the stables, six or seven men were sleeping, who all with great difficulty saved their lives-some by jumping from the window about 17 feet high, but no material damage was done: one colored man got his face dreadfully cut in descending. We understand Kipp & Brown are not insured at all—their loss is very great: 8 carriages were burnt, which cost them \$800 each, and 35 horses, worth upon an average from \$80 to \$100 each. Out of the 41 horses, only 5 were taken out alive, 2 of which are since dead.

> The conflagration spread very rapidly. At the back of Kipp and Brown's stables was a warehouse, occupied as a store room for articles of a combustible nature, by Mr. John C. Morrison, chemist, which it is supposed contributed materially to spreading the fire. Nearly all the buildings in the rear were wooden, and in another building, immediately at the back, owned by Kipp & Brown, were 700 or 800 bundles of straw.

The conflagration extended thro' Bank, Hammond and Perry streets, and it is calculated that all the houses that stood on eight acres of ground are destroyed. There are various reports as to the number of these buildings, but we suppose from 130 to 150 at least. Among the chief sufferers is Mr. Moses Spiers, who owned a weaving establishment of some import. It is believed no human beings perished the distress however of those who are burnt out will

A BANK FAILURE.—Letters from Augusta, Geo. announce the failure of the Planters' and Merchants' Bank of that place. The nominal capital of this bank was \$350,000; of which, we understand, only a small portion had been paid in. The amount of The extent of the loss is not as yet possible to ascer-lits bills in circulation is said to be \$300,000.



-The brig Sultana Willis, arrived at this port yesterday in fifty-five days from Rio de Janeiro, which place she left on the 24th of February. Captain Willis informs us that prior to his sailing, two English ships had arrived at Rio de Janeiro, having on board about seventy persons whom they had picked up at sea. From their statement, it appeared that the British ship Britannia, bound from England to Van Dieman's Land, with upwards of two hundred convicts on board, accidentally took fire at sea, while the mate was drawing liquor from a cask in the run, and burned to the water's edge. More than a hundred persons, men and women, perished in the flames. After the vessel took fire, the crew and

[From the Baltimore American.]

ATEST FROM RIO DE JANEIRO.-

some of the passengers constructed rafts, on which about seventy embarked, and were fortunately saved from a watery grave by the timely approach of the two vessels above alluded to. On their arrival at Rio de Janeiro, a subscription was opened for the relie of the sufferers, and about \$4000 had been raised when the Sultana sailed.

It will be recollected that the wreck of a burned vessel was fallen in with some time since, by the ship Martha at New York, with a number of dead bodies floating near it. Among the surmises then made as to the identity of the ship, was one, that the wreck was that of a convict ship from England. It is pro-bable that this is the same vessel.

[From the Newport Mercury of April 29.]
LATE FROM MATANZAS.—The ship Boy, Capt. Pitman. arrived here yesterday, in 13 days from Matanzas. Capt. P. informs that the Cholera was raging there to a frightful extent; the deaths were said to be upwards of 100 daily, but such was the state of alarm, that no accurate information could be obtained. All business was suspended, and the communi-

cation with the country was entirely cut off.

Matanzas, April 12.—"The Cholera is raging here with much fury: it is impossible to form any correct opinion of its ravages, although I have endeavored to do so—I even question whether the Govern ment itself has returns of the number of interments: of the number of cases I know it has not, for I heard one of the most eminent physicians say to day, he had not had time to report for a week past. Business is almost paralized, and all who could leave the city have done so: there are some cases in the coun-

try, some plantations have suffered severely.

"Two cargoes of slaves, (over 1000) arrived a
few days since; one of them landed her cargo South of this, (Matanzas) on the other side, all of whom died, although landed in perfect health; and the other a few leagues to leeward of this, the most of whom

are dead, and the residue dying.
"I received a letter to-day from Havana, dated the 10th inst. which states that the number of deaths by Cholera the day before, was only 10—but adds, that it had broken out on the estates to the southward, and unless soon checked, must ruin the planters.

MOBILE POINT, APRIL 10 .- Arrived, U. S. trans port schooner Motto, from Key West, with the de-tachment of the 4th Regt. U. S. Infantry, under the command of Major Glassell. I understand Major G. left Key West on account of the cholera having made its appearance at that place, the day before his depar-ture on the 5th instant. Only a few cases, however, had occurred—and those not among the troops. Not finding quarters for the troops at Mobile Point, Major G., it is understood, will proceed for Pensacola the first favorable wind.

The U. S. sloop of war, FAIRFIELD, Capt. M'Caw ley, arrived on Saturday afternoon from Norfolk, bound to the Pacific. She dropped down to the navy yard and saluted the flag of Com. Chauncey with the usual number of guns, which were immediately anwered by the Franklin.

The following is a list of her officers:
Charles J. M'Cawley, Esq, Commander; James charies J. M'Cawley, Esq, Commander; James P. Wilson, 1st Lieutenant; John A. Cann, 2d Lieutenant; William L. Patten, Surgeon; John A. Bates, Purser; Frederick Peter Cheetard, acting Sailing Master; Edward Lloyd Hanely, passed Midshipman; William C. Chaplen, do; Alexander R. Reve, Midshipman; John P. B. Adams, Vincent L. Williamson, Washington Gwathney, William P. Gamble, Midshipman, S. W. Beale, estricte cleak; Lewis Midshipmen; S. W. Beale, captain's clerk; Lewis Parker, Gunner; William Hatch, Carpenter; John Bardine, Sail Maker.

had a wooden leg, that had at its end a sharpened time; wooden cities being easily rebuilt in a country steel point, the latter unfortunately set the point of the leg with all its attendant weight on the foot of the deceased, which wounded it severely, and the wound ultimately mortified which produced his possession to New Brunswick than diamond mines

arrived at A. on the 10th inst.

The schr. Wakcamaw, Bourne, of Falmouth, (Mass.) from New Orleans to Baltimore, was ran down below Smith's island on the 24th inst. and sunk in 5 minutes. The Captain and crew were saved by the M. with nothing but what they stood in, and were put on board a pilot boat, and landed at Old Point, whence they arrived at Norfolk, in the steamboal Hampton.—[Gezette.]

[From the National Gazette.]
Britain Cooper, Esq. the Treasurer of the Girard rust, in a letter addressed on Thursday evening to the City Councils, acknowledges the receipt of two millions of dollars from the Trustees of the Girard Bank, to be appropriated to the erection of the new Girard College.

Office of the Colonization Society,

New York, Arail 30, 1833. S

For Liberia.—The fine brig American will leave Philadelphia for Liberia on Wednesday, the Sth May. The New York City Colonization Society have determined to avail themselves of this favorable opportunity to send those who have applied and been received as fit persons for emigrants.

It is not the intention of the Society to send their emigrants away empty, but to provide them bountifully with clothes, provisions for their support, after their arrival in the Colony, implements of husbandry, and mechanic tools for such as have trades

Donations for any of the above specified objects may be left at the office of the Colonization Society, in the rear Chapel of the Brick Church, or with Thos. Bell. Esq., 221 Front street. It is with pleasure that [acknowledge the receipt through L. H. Clark, Esq. of four large packages of Temperance Documents, from Mr. Delavan, of Albany. Also, a package of books, through the Rev. Dr. Milnor, from some unknown friend. Also, a package for John B. Russworm, editor of the Liberia Herald, from some unknown person. Also, from Charleston, S. C. a let-ter for "Abraham Rogers, Monrovia, Liberia." Also, through R. Yates, Esq. Treasurer of the New York State Colonization Society, some valuable jewelry, denominated by the donor "A Willing Gift," from an unknown lady of the Union.

ROBERT S. FINLEY, Agent New York Col. Soc.

A great Fire.—MIRAMICHI is mentioned as con-nected with one of these tremendous fires which sometimes arise in the American forests, and spread havoc by circles of longitude and latitude. In the autumn of 1825, such a calamity occurred on the river Miramichi, which extended 140 miles in length, and in some places 70 in breadth. It is of little consequence that no wind should be stirring at the time for, as Mr. M'Gregor observes, the mere rarification of the air creates a wind, "which increases till it blows a hurricane." In the present case, the woods blows a hurricane." In the present case, the woods had been on fire for some days without creating any at alarm. But "on the 7th of October, it came on to blow furiously from the westward; and the inhabitants along the banks of the river were suddenly sur prised by an extraordinary roaring in the woods, resembling the crashing and detonation of loud and in cessant thunder, while at the same instant the at mosphere became thickly darkened with smoke. They had scarcely time to ascertain the cause of this awful phenomenon, before all the surrounding woods appeared in one vast blaze, the flames ascending from one or two hundred feet above the top of the loftiest trees: and the fire, rolling forward with inconceiva. ble celerity, presented the terribly sublime appearance of an impetuous flaming ocean. Two towns, those of Douglas and Newcastle, were in a blaze within the hour; and many of the inhabitants were unable to escape. Multitudes of men on lumbering parties perished in the forest; cattle was destroyed by wholesale; even birds, unless those of very strong wing, seldom escaped, so rapid was the pro-gress of the flames. Nay, the very rivers were so much affected by the burning masses projected into Melancholy Death.—Died on Friday, the 5th inst.

near Carrollton (Ill.) James Turney Esq. late Attorney General of the State of Illineis. Mr. Turney that recently become impressed with the solmn truths of Christianity; with glowing fervor, he had in a measure abandoned his profession to preach Christ crucified and him only. While recently engaged in the

performance of the act of baptising a brother who however, are repaired in a wonderfully short space of Disasters.—The schr. Metamora was stranded on the shore 25 miles from Apalachicola on the 25th ult. Part of the cargo found. The Captain and crew arrived at A. on the 10th inst. of rivers, and finally floated in the shape of rafts to Miramichi or other parts. The class of people engaged in these labors are called lumberers; they live like Indians in the woods; and a life of greater hard. ship than theirs, or labors carried on under circumstances of more romantic peril or difficulty, we do not suppose to exist any where on this planet.

[From the Montreal Gazette, of April 25th.] DESTRUCTIVE CONFLAGRATION.—At a quarter before eight last evening, when the company were assem-bled for the Soirée Musical of the Messrs. Hermann, at the British American Hotel, the alarm of fire in that noble edifice roused the numerous inmates from their respective occupations, and before almost the alarm had reached the street, this splendid Hotel ex-hibited one mass of fire, extending its sway from one floor to another, presenting a scene of awful gran-deur and desolation, scarcely paralleled in the histo-ry of Montreal. About thirty ladies and gentlemen had assembled in the large ball room to attend the Concert—the boarders and other inmates were en-gaged at tea, when the blaze of a lamp, suspended on the branch of one of the evergreens which formed the decoration of the passage at the Bachelors' Ball, and which have remained undisturbed since that period, communicated with the whole range of trees, and produced one instantaneous conflagration, which soon raged with the most destructive and irresistible fury through the entire building, leaving the inmates to secure their flight by ladders and through windows, possessed only of the clothes they wore, without even a moment's opportunity to secure any of their baggage or property. With difficulty the concert baggage or property. With difficulty the concert room was cleared, by taking the company down by ladders placed to the front windows, the flames rush-ing into the room from the burning evergreens in the assage, and prohibiting all egress by the The scene of confusion that ensued, baffles all hu-man description, and all attempts to secure property Some articles of furniture were reproved hopeless. moved at the only favorable moment, but we regret to say, that many of the boarders lost all they possessed. Fortunately for the cause of science and philanthro-

py, Capt. Back secured his baggage and scientific instruments, which had been so arranged as to be ready for his movement to Lachine that evening. The Messrs. Hermann & Co. who were about commencing the concert, lost every article of money, property and instruments they possessed, the results of a long and honorable professional career, including among the latter a violincello of peculiar power, and which cost nearly £200. Mr. Lidel Hermann, in making a desperate rush to secure his trunk, got himself dreadfully burned in the head and face, and is otherwise much injured, but was at last dragged away, and saved by the active interference of Mr. Kerrison of the John Bull Inn. A piano, loaned by Mr. Duff for that evening's enter amount, valued at £120, was also consumed. The houses of Messrs. Walker, Pothier, and Mondelet were occannally on fire, but through the activity of the various engines, were speedily saved. All attempts to exting the fire in the British American liotel having successful, the whole building became in forty mm. utes a heap of ruins.

The entire furniture of St. Paul's and the Grand Lodge of the District, including all the original records, &c. were totally consumed, as well as their charter, which was the oldest in the country.

The amount of insurance on the building, and the furniture in the house, belonging to Mr. Molson, was £3800, equally divided between the Phenix and Atlantic offices. Mr. Rasco's furniture was insured at the Alliance for £2000, and the furniture of the Grand Lodge at £200. The estimated loss is much above £9000. The Theatre Royal was insured at the Quebec and Phenix offices, but no damage has been done. The house of the Hon. Mr. Pothier was insured at the Phenix office, and those of Messrs. Walker and Mondelet were insured at the Alliance. Small amounts may be claimed for slight damages to those properties.

[From the Daily Advertiser of Saturday.]
The reservoir at 13th street when full, contains 20 feet depth of water. At the largest fires which have recently occured, before that at the City Hotel on Thursday, the water has been reduced about 5 feet at ordinary fires, about two feet. At the fire at

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morning, it had been so far supplied anew as to be raised to 16 feet, and the remaining 4 feet could be furnished in a very short time. The importance of this work, which was for a considerable time not only strongly opposed, but pointedly ridiculed, is now ascertained, and established.

MISCELLANY.

From the Rochester Daily Advertiser. RELICS OF A MARMOTH.—We were yesterday shown two animal teeth, of extraordinary size, which must have belonged to an animal whose species has for ages past become extinct. They were found in the town of Perinton, near Fullam's Basin, a few days ago, by Mr. Wm. Mann, who was engaged in digging up a stump. They were deposited about four feet below the surface of the earth. These teeth were in a tolerable good state of preservation; the roots begin to crumble a little, but the enamel of the teeth is in almost a perfect state. The teeth rere the grinders, and from their appearance, were located in the back part of the upper jaw. The lar-gest one, weighs three pounds and ten ounces, measuring six inches lengthwise of the jaw, and three inches across the top: the root is about six inches long with several prongs. The other tooth is smal-If we were to suppose this animal to have the same number of teeth that other animals commonly have and that the rest of the teeth were of the same propertions, as to size, the circle of the jaw from one end to the other, must have been six feet. Again, if we were to estimate the comparative size of this tooth with that of a large or many that of a large tooth with that of a large ox, and from thence infer the size of the animal to which this tooth belonged, we should probably find that its size was forty times larger than our largest oxen.

A forest of trees would soon be nibbled to their

roots by a herd of such animals as these; and the western continent would prove a small enough pas-ture for a moderate number of them.

[From the Crawford (Pa.) Messenger.]
In the early part of last month a flock of Swans 20 or 21 in number, were noticed floating about in the atmosphere, in Cassewago township, in this county, for several days in succession; the weather during all this time, was very thick and heavy. Like the bewildered mariner in a dense fog, they appeared ut terly at a loss how to direct their course. Apparently overcome and exhausted by fatigue from the length of time they had been on the wing, they descended to the earth, in the open fields, &c. and many of them were easily captured by the citizens of the neighborhood, being unable to rise again. One or two were shot and found remarkably fat—each yielding feathers equal in quantity, and of very su-perior quality, to what is usually taken from 4 or 5 do mestic geese. They are already, we are assured, quite docile, freely associating and feeding with the ordinary geese.

Reacting by Gae: Baking Bread for Spirite. have, already, says the London Literary Gazette, in several Nos. referred to and described these most in. genious inventions of Mr. Hicks, and have satisfied ourselves, by actual inspection, of their extraordinary applicability to the useful arts and domestic concorns of life. On Wednesday we lunched off pigeon and duck roasted by the apparatus delineated in our last; both were excellently cooked, the system uniting cheapness in fuel, conveniency, the saving of time, and no mistakes. The bread we ate was from the manufactory at Pimlico, sweet and wholesome at the end of a week's keeping. We never saw any thing superior to the arrangements in this vast bakehouse. They have not yet begun to collect the steam and convert it into spirits: when they do, we shall farther notice these remarkable improvements.

M. Lamartine, the French poet and traveller, arrived at Beyruth, in Syria, on the 12th of December; having traversed the country during forty days on horseback, and received every hospitable attention from Ibrahim Pacha and the natives.

Mr. Wolf seems to have suffered much hardship he was taken prisoner, and stripped of every thing, by robbers, who, however, abstained from personal injury. He mentions, in a letter to Abbas Mirza, Prince Regent of Persia, that on his return to Meshid, "I shall be accompanied by fifty Turcomans and Temoore, whom I have convinced that slave-making is sin; and they will come with me, and take service in the army of your royal highness."—[Morning

the City Hotel, it was reduced 10 feet. On Friday | discovered several stone coffins, containing, besides | some bones, remnants of armour, and lacrymatory vases. In an earthen vessel placed near the coffin, there were found 23 medals of silver, or mixed metal, and 70 of bronze. The silver medals bear the effigies of Augustus, Titus, Domitian, Adrian, Trajan, Anto-ninus Pius, Marcus Aurelius, Faustinus, Commodus, Severus, Julia Pia, Geta and Caracalla. The medals in bronze are of the Colony of Nismes, of Augustus, Nero, Domitian, Adrian, Trajan, Antoninus Fius, Marcus Aurelius, the Faustine, mother and daugh ter, Commodus, Crispinus, Septimus Severus, Julia Pia, and others. Some of the reverses are remark-Allo, such as Victoria Germanics of Marcus Aurelius, Peconditae Augusta of Faustina Mater. One in bronze is very rare—it is of Plautilla, the wife of Caracalla, with the reverse, Venue Victrix.

A professor of English has lately been added to the Academical corps of the University of Paris, and it has been directed that the English language shall hereaster form a branch of the regular course of education in the colleges and public schools in France. The French language is spoken by nine and twenty millions of natives; but split into upwards of seven-ty different dialects. Of the remainder of the French popolation, 1,140,000 speak German, 1,050,000 Celtic, 188,000 the Besque tongue, about the same number Italian, and 177,000 Flomish.

The African Expedition.—The John Dougan, White, is arrived from Afric , and brought letters from Mr. Richard Lander, who reached Cape Coast Castle on the 7th of October, in 72 days from Milford. The vessels had touched at the Isle de Los, Sierra Leone, and other places, for the purpose of procuring supplies of fuel for the 2 steamers. Several cases of fever, had occurred, but no deaths in consequence had taken place. At Cape Coast every attention had been shown by Gov. Macleaa, and the several officers there. Mr. Lander has been so for-tunate ss to procure Pascos and the other natives who had accompanied him in his perilous undertak. ing to trace the mysterious Niger to its termina. tion, and these persons are to proceed with him. He has been able to engage two individuals from the Eboe country, one of whom is the son of a King in that district, and both of them not only speak but read English, and must, therefore, be of great utility. The iron steamboat Alburka is a most useful utility. vessel, remarkably cool and dry, and sails exceedingly well. The expedition had experienced bad weather, having been six weeks in the rainy season, rith severe lightning, which run down the sides of with severe lightning, which run down the sides of Alburka in to the water, the iron acting as a conductor thereto. The ships were to sail from Cape Coast about the middle of October, and would not stop at any place; but proceed direct up the Rio Nunez into the Niger. Mr. Lander was in excellent, health, and sanguine of ultimate success.—[English paper.]

According to the United Service Journal, the total number of troops in the citadel of Antwerp during the late siege, was 4937, and of these 561 were kill. ed or wounded; an extraordinary proportion! The besieging army amounted to 65,450 men, and lost in killed and wounded, 803. men

A splendid statue, supposed to be of Theseus, had been recently discovered in one of the sewers of ancient Athens. It is about the size of Apollo Belvidere, and of the finest marble and best style of sculpture.

Roman and British Antiquities, &c.—Among the curious remains of antiquity found in making the foundations for the New London Bridge, and the excavations in Crooked Lane, and sold this week among the effects of the late Mr. Knight, the engineer, were a penny of Wulfred, Archbishop of Canterbury; two of Ethelred II., and five of Cnut; and also the lower jaw, and three other bones, of Peter of Cole Church the original architect of London Bridge, found on removing the foundation of the ancient chapel.-[English paper.]

Ingenious Mechanism .- The Exeter Gazette men. ons that Mr. Bradford, a country watchmaker, residing at Newton Abbott, (England), has produced several pieces of very curious mechanism. machine representing a lamp, suspended by a small brass rod, hung to the ceiling, which constantly turns round, carrying a quantity of watches and two lights, and is made to work in different parts. The second is a brass ball, which runs a distance of 28 feet, 64 times in an hour—being upwards of 21,000 feet in 12 hours—without any individual knowing the cause of its going, except the mechanist and his family.— The last is a timepiece, going without weights or A short time ago, two men turning up the ground of Vaux la Petite, in the Meuse, near the old Roman oprings, shewing the hours, minutes, days of the road leading from Treves to Langres, by Nasium, week, and days of the month.

Exhumation of Gustavus Adolphus.—A general public festival was held in Sweden, on the 6th day of November, 1832, to the memory of Gustavus Adolphus. The third the Court was of November, 1832, to the memory of Gustavus Adolphus. That being the 200th anniversary of his death, great preparations were made throughout the country for its due celebration. As that renowned prince fell in defending the Protestant cause, the featival partook of a religious character, mixed, however, with circumstances designed to give it a mili-tary aspect. At Upsal, a granite obelisk was erected, and at Stockholm the remains of Gustavus were deposited in a splendid marble sarcophagus, in the presence of the King, Queen, and Crown Princes, who also attended Divine service on the occasion. The lead coffin, containing the mouldering dust of him who was once s king, was removed from the mausoleum of Charles XII. where it had lain from the period of his death, and examined, externally and internally, in the presence of a few select Ministers of State. The following is an account of its condition :-

On the top are several inscriptions in Latin, cut in the lead, the most prominent of which contains these words,-"I have fought a good fight; I have finished my course; I have kept the faith; henceforth there is laid up for me a crown of righteousness, which the Lord, the righteous Judge, shall give me at that day." On opening the coffin, a shell of oak, without a cover, was discovered, in which the ashes of Gustavus appeared. The head had fallen from its place, and was destitute of flesh; but a part of the hair on the skull, and the mustachies, remained. The hands appeared to have been clasped over the breast; but none of the fingers remained entire. The whole body was reduced to a skeleton, and the bones dry, and much reduced in size. Tradition has said that a gold casket would be found, containing the heart of the warrior; as his surviving Queen had it during her life-time, suspended from the roof at the foot of her bed: no gold casket, however, ap-peared; but in its place, a velvet bag, lined with satin, containing a small quantity of mouldering dust, supposed to be the remains of that heart which feared not the dangers of the bloody field. A robe of elegant gold brocade, in which the body had been enveloped, was found in excellent preservation, as also the satin breeches of the Order of the Seraphim, which had been placed on the body. soles of the shoes were perfect; but the rest of the shoes, supposed to have been of silk, could not be found. After a minute detail of the state of the body had been taken, the coffin was again closed, never to be re-opened till the trumpet shall sound and the dead hear the cry, "Awake, and come to

judgment!"
The service of the day commenced by singing the pealm said to have been composed by Gustavus on the night before the battle of Lutzen, and sung by the army on the morning of that (to him) fatal day. It expresses the confidence of the Christian warrior in the power of the God of Armies; and the assur ances of success, though they were but a handful in comparison with the multitude of the enemy. When the Bishop had concluded a funeral oration from the altar, eight Generals and eight Admirals convoyed the coffin up a flight of stairs to the Mausoleum, where the Sarcophagus had been placed, lowering it into this receptacle amidst the firing of musketry and cannon shots from all the neighboring forts.—{Com-

mercial.]

Mr. Aicken, the able editor of the early parts of netable's Miscellany, and a literary man of great assiduity and intelligence, sunk under the toil of precarious and life-consuming authorship at Edinburgh, on the 30th January. He was young; and, when we saw him last year in London, seemed to have many years of useful exertion before him.

Within twelve menths of the appearance of the first symptoms of the unfortunate malady of the late Earl Dudley, it is said he invested more than £100, 000 in American Bank Stock and Canal Shares, and the purchase of a tract of land in Upper Canada.

A gold coin, in good preservation, of the Emperor Valens, and a Roman sword, have been discovered in the newly excavated ground, about half a mile from Taunton, (Eng.) belonging to J. J. Champante, Eaq.

A Happy Retort.—The obscurity of Lord Tenter-den's birth is well known; but he had too much good sense to feel any false shame on that account. We have heard it related of him, that when, in an early period of his professional career, a brother barrister, with whom he happened to have a quarrel, had the bad taste to twit him on his origin, his manly and se-vere answer was, "Yes, Sir, I am the son of a barber; if you had been the son of a barber, you would have been a barber yourself."—[Lit. Gaz.]

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The British External Empire. -- EAST INDIES. The countries subject to the dominion of the East India Company extend over upwards of 1,000,000 of square miles, and contain about 124,000,000 of inhabitants. With the exception of Nepaul, Lahue sovereignty east of the Indus, the whole of India within the Ganges, containing about 123,000,000 of souls, is under their sway. In the Peninsula beyond Rangoon; viz. half the provinces of Martaban, the provinces of Tavoy, Ye, Zenasserim, and the Mergui Isles; also the province of Arracan, Assam, and a few petty adjacent states. The population of these last countries is about 300,000. Pulo Penang, or Prince of Wales Land and Since and Assam, or Prince of Wales Island, and Sincapore, at the southern extremity of Malacca, are the Company's most flourishing settlements in that quarter. Penang was once a free port; Sincapore still is so; and the rapidity of its progress, the promiscuous character of its inhabitants, and the great commercial activity which pervades it, are an emphatic reply to the allethat the inhabitants of the East require the compelling power of an overgrown monopoly to in-duce them to trade! In the five years previous to amounted in that year to 14,885; only a very inconsiderable number being Europeans, the rest Chinese, Malays, and other natives of Indian coasts and surrounding islands. The jurisdiction of the Company also includes St. Helena, in the Atlantic, where a fortress and garrison are retained; and in the South of China, at Canton, is the Factory which conducts the Tea trade.

We can spare only a short space for observations on points of most pressing interest connected with the management of this mighty empire; but a very few remarks may give our readers an i-lea of them. It is plain, in the first place, that the part of the East India Company's charter which refers to trade must be thoroughly re-modelled The notion of a monopoly trade, such as that with China still is, cannot, in these days, meet with many defenders. The monopolist is never an economical trader. He is lazy, difficult to be moved; and when he does move, it is very cumbrously. The large ships of the merchant-kings are no more to be compared with a clean and smart Liverpool trader, than the lumbering fabric of Leadenhall-street, with the well arranged, economical counting-house of the enter-prizing capitalist. A good free trader is navigated at nearly half their charge; and upon a single voyage to Calcutta, gains about 70 days. Add to all this the expenses of a Canton Factory, together with the needlessly extravagant salaries paid by the Company to its servants, and we shall have no difficulty in accounting for the high price of tea in Great Britain, compared with any other part in the known world. This single article of consumpt has been said to cost retail price, in consequence of the trade being so conducted, or rather bungled; and we are certainly filched at least £1,500,000. But we suffer far more than this actual deficit. Had our prices not been so extravagant, we might have conducted the teatrade of the whole western world; and assuredly, our ship-owners would find it better to assist us in an endeavor to destroy this monopoly, than to clamos in support of a pitiful timber trade with Canada! Reform is deeply necessary in the trade with Hindostan Although nominally free, it is not so; nor will it ever be so, whilst the Company is allowed to trade.— What we mean by free trade is this: it is a trade whose conditions are regulated by free competition amongst capitalists acting upon the common principles of profit and loss; and it is clear that no such trade can exist, when the market is over likely to be pounced upon by one large capitalist who cares nei ther for profit nor loss; who often purchases for no other object than to make a remittance of surplus revenue; and whose acting servants are paid, not by a per centage on their profits, but in proportion to their purchases. We hold that the constant inter-ference of these monopolists with the Indian markets is almost the sole reason of the continued inadequacy of the commercial intercourse of Britain with Hindostan; for inadequate, and miserably so, it still is, great though its progress under the free trader, since the last renewal of the charter, has unques tionably been, and it is the surest proof of the accuracy of what we assert, that up to this hour, the comstances where private capitalists would have recummates when private spiral would have yet another master to settle with these sovereigns of India;

The fact is not to be disguised,—India groans under a military despotism. Our hold over the natives appears to be, that their fierce masters were harder than we, and oppressed them still more relentlessly, -a strange security for civilized and Christian Britain to adopt as the sheet anchor of her Indian dominions! No check against bad government; no power to obtain justice upon the provincial oppression; no opportunity of advancement, either commercially or morally, have we yet granted to the prostrate Hindoos. The Moslems, indeed, planted a conqueror's foot upon their necks; but, like the Romans of old, and the Russians in modern times, they dispersed themselves amongst the conquered, took part in their concerns, and communicated their own superior civilization. Our merchant-kings tremble at the bare name of civilization. Their wise mer have talked even of a prohibition of Christianity.— They only vouchsafe to India collectors of a worse than tithe tax, and quarter upon her "spots of greenry" hordes of avaricious adventurers, actuated but by two moving principles—the determination to extract money, and the desire to return home.—The time for correction is at hand; and shall the destinies of South Esstern Asia tremble in the balance? shall we weigh ignoble fears, and corrupt de-sires, against the fates of those countless millions? Shall we refuse to India a population of industrious colonists, who would accept her as their home, and under whom liberty and civilization would assuredly By such men would the Hindoo be taken up on the one hand, and accustomed to the securities of Europe; and on the other, an effective responsibility of some sort would be infallibly attached to every official within the broad Peninsula. The seeds of freedom would thus be sown, and the tree of goodly shadow would, in due course, arise. In that land, we can never look for a New England; its character and the proportions of its population forbid; but it may be a new country of peace, a new re-fuge for humanity, a new field for the unfettered exercise of human ingenuity, the spread of human happiness, and the exercise of the mind's best powers.

—[Tait's Edinburgh Magazine.]

A Method of preserving Iron work from Rust, communicated by M. Payen to the French Institute, consists in plunging the pieces to be preserved in a mixture of one part concentrated solution of impure soda (soda of commerce,) and three parts water. Pieces of Iron left for three months in this liquid had lost neither weight nor polish; whilst similar pieces immersed for five days in the simple water were covered with rust.—[Recueil Industriel.]

National Customs.—At the death of the late Queen of Nipal, the whole population went into mourning by shaving their heads and cutting off their mustaches, and wearing neither shoes nor turban.

POETRY.

To the Editor of the American.

I do not remember any thing which has produced so pleasing an impression on my mind as the little story which is said to have been told by the late Dr. Godman to his friends, of the boy who was about to fall from rigging, and was saved only by the mate's impressive exclamation: "Look aloft, you lubber." The story and the application were somewhat in the style of Dr Franklin, and would not have been unworthy of his fame. The following verses cannot claim the merit of the slightest originality, but their insertion will amply reward the author, it they recall the anecdote which prompted them, or enforce its beautiful morality.

LOOK ALOFT.

BY THE LATE JORATHAN LAWRENCE, JUNIOR.

In the tempest of life, when the wave and the gale
Are around and above, if thy fuotiag should fall—
If thine eye should grow dim and thy caution depart—
if thine eye should grow dim and thy caution depart—
if the friend, who embraced in prosperity's glow
With a smile for each joy and a tear for each woe,
Should betray thee when sorrow like clouds are arrayed,
"Look aloft" to the friendship which never shall fade.
Should the visions which hope spreads in light to thine eye,
I.ke the timts of the rain-bow, but brighten to fly,
Then turn, and thro' tears of repentant regret
"Look aloft" to the sun that is never to set.
Should they who are dearest, the son of thy heart—
The wife of thy bosom—in sorrow depart,
"Look aloft," from the darkness and dust of the tomb.
To that soil where "affection is ever in bloom."
And oh! when death comes, in terrors to cast
His fears on the future, his pail on the past,
In that moments breathed in the above beautiful verses, which

racy of what we assert, that up to this hour, the company cannot show that it has been a gainer, in circumstances where private capitalists would have realized uncommon fortunes!—But we have yet another matter to settle with these sovereigns of India: one of higher importance than even the foregoing; in those that follow from the same hand, which go at once toth matter still more interesting to the human race

the question as to the nature of their government. Ing young spirit that has so soon mounted above the sphere of its he fact is not to be disguised,—India groans under earthly ambition.

THOUGHTS OF A STUDENT.

Many a and, sweet thought have I,
Many a passing, sunny gleam,
Many a bright tear in mine eye,
Many a wild and wandering dream,
Stolen from bours I should have tied
To musty volumes by my side,
Given to hours that sweetly wooed
My heart from its study's solitade.
Oft when the south wind's dancing free
Over the earth and in the sky,
And the flowers peep softly out to see
The froile Spring as she wantons by,
When the breeze and heam like thieves come in,
To steal me away, I deem it sin
To slight their volce, and away I'm straying
Over the hills and vales a Maying.
Then can I hear the earth rejoice,
Happier thaff man may ever be,
Every fountain hath then a volce
That tells of its glad feetivity,
For it hath burst the chains that hound
Its currents dead in the frozen ground,
And diashing away in the sun has gone,
Singing, and singing, and singing on.
Autamn hath serious hours, and then,
Many a musing mood I cherish,
Many a hue of fancy, when
The hest of earth are about to perish;
Clouds her there, and lerighter, I ween,
Hath real sungest never seen,
Sad as the faces of irleads that die,
And heautiful as fheir memory.
Love hath its, thoughts we cannot keep,
Visious the mind may not control,
Waking as fancy does in sleep
The secret transports of the soul,
Faces and forms are strangely mingled,
To the volce and lip and eye of her
I worship like an idolater.
Many a big proud tear have I,
When from my sweet and wavering track,
From the green earth and misty sky
And spring and love I hurry back;
Then what a dismal dreary gloom
Settles upon my lonthed room,
Darker to every thought and seuse
Then if they had sever travelled thence.
Yet, I have other thoughts that cheer
The tolloome day and lonely night,
And many a scene and hope appear,
And almost make me gay and bright,
Hough every toil that yet hath been,
Were doubly borne, and not an hour
Were brightly hued by fancy's power.
And though I may sometimes sigh to think
Shall never be brimmed by me;
That many a joy must be untusted,
And many a gioriou

These lines were written at the early age of sixtess; when Mr. Lawrence having terminated his collegiate studies two years previously, was ardently engaged in that of the law: and strangely enough to say, in spite of the joyous and confident spirit they breathe, they were composed under alarming ill health and depression of spirits brought on by a too zealous devotion to the profession of which he promised to become so bright an ornament.

[FOR THE AMERICAN.] SONG—ROBALIE CLARE.

Who owns not she's peerloss—who calls her not fair—
Who questions the beauty of Rosalie Clare?
Let him saddle his charger and wend to the field,
And though coated in proof, he must periah or yield;
For no falchion can parry, no correlet can hear
The lance that is couched for young Rosalie Clare.
When goblets are flowing, and wit at the board
Sparkles high, while the blood of the red grape is poured,
And fond wishes for fair ones around offered up
From each lip that is wet with the dew of the cup;—
What name on the brimmer floats oftener there,
Or is whispered more warmly than Rosalie Clare?
They may talk of the land of the olive and vine—
Of the maids of the Earo, the Armo or Rhine;—
Of Houris that gladden the East with their smiles,
Where the sea's studded over with green summer isles;—
But what flower of far away clime can compare
With the blossom of ours—bright Rosalie Clare?
Who owns not she's peerless—who calls her not fair?
Let him meet but the glances of Rosalie Clare?
Let him list to her voice—let him gaze on her form—
And if, hearing and seeing, his soul de not warm,
Let him go breathe it out in some less happy air
Than that which is bless'd by sweet Rosalie Clare.

CHARADE

Dear is my first when shadowy night is near,
But 'tis my second makes my first so dear;
My whole my first in decency preserves,
And thus to be my second well deserves.

The following neat reply to the above enigma, which appeared the other day among our miscellanies, is from a distant correspondent:

My house is dear as shadowy night comes on,
But by its hearth there sits a much loved one,
A wife, whose tenderness, whose low, sweet trace,
Makes dearer life and every thing I own:—
It is to her each joy of home I owe,
She makes my house a peaceful lot to know;
Her, for her worth, most truly I may call
My first, my last, my second and my ell.

METEOROLOGICAL RECORD FOR THE WEEK ENDING MONDAY, APRIL 29, 1833. KEPT IN THE CITY OF NEW-YORK.

[Communicated for the American Railroad Journal and Advocate of Internal Improvements.]

Date.	Hours.	Thermo- meter.	Barom- eter.	Winds.	Strength of Wind.	Clouds from what direction.	Weather and Remarks.
Tuesday, Ap.	6 a. m.	52	29.87	E	moderate	\\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	cloudy—rainy—at 8 a. n barometer 29.90
	10	54	.82	528	i	sw	cloudy—fair
	2 p. m.	64	.70	SW-ENE		sw and wsw	fair—cloudy
	1 6	62	.60	ENE	••	WBW	cloudy
	10	57	.73	••	gale		cloud'd horizon-gale in nigh
Wednesday, S	4 6 a.m.	43	.95	NE	fresh	NE-(scuds)	cloudy and rainy
	10	44	30.07	и by ж			••
	2 p. m.	44	. 10	••	moderate	{ <u>waw</u> }	
		1			Ì	(NE)	
	6	45	.14	••		} :: {	fair—upper haze from wav
	10	44	.17		١	, ,	••
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	1 -					(ssw)	•
	2 p. m.	58	.20	5	moderate	w by s-wsw	—cloudy
	1.6	52	. 19	8—8W	••	WEW to NW	oloudy—fair
	10	48	.19	8W	! .::.	WNW	fair
friday, 2	6 6 a. m.	45 52	.18	Waw—Mnb	light	1	clear
		58 58	. 23 . 23	N	moderate	1	••
	2 p. m.	58	.23	N by B	light		fair-et 7 low bank of clouds
	10	50	.27	N Dy E	mgm.	1	fet w
laturday, S	7 6 a. m.	43	.37	BNE	!	N by E	[at w
muuty, -		1 10				(N by E)	
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	2 p. m.	58	.37	4	moderate	(BSW) NNW	—light haze from NN
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	10 8 6 a.m.	48 48	.35	•••	••	••	·· — ··
anday, 2	6 6 a.m. 10	47	.31 .30	.w		••	
	2 p. m.	68	.21	sw by w		••	
	6 p. m.	64	.18				
	10	60	.18	••	light	••	- ··
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	2 p. m.	77	.07		l ::	1	- ::
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	10	69	.04		1	l i	

Average temperature of the week, 54.

MARRIAGES.

On Thursday evening last, at St. Clement's Church, by the

THEON.

By the Rev. Dr. Macauly, on the 30th April, James McNaughtron, M. D., of Albany, to Carolina, daughter of Arch'd McIntyre, Esq. of this city.

Last evening, by the Rev. Dr. Matthews, Henry S. Wyckoff, to Elizabeth B., daughter of Henry Suydain, Esqr. all of this

to ELEABETH B., daughter of Henry Duyumin, Required city.

On Thursday, 95th instant, by the Rev. Francis M. Kip, Edward P. Torrey, to Louisa Matlida, daughter of the late Leade B. Strong, all of this city.

Wednesday evening, by the Rev. Mr. Remington, Mr. Samuel U. Berrian, of Rye, to Miss Eliza Anna Parsons, of this city On Monday morning, at Newark, N. J. by the Rev. William T. Hamilton, Wr. C. Wallace, of Chatham, to Henrietta, daughter of the late Caleb S. Riggs, Esq. of the former place.

At Rome, Oneida County, on Wednesday, the 17th instant, by the Rev. Mr. Gillet, Charles C. Young, of this city, to Charletter, daughter of George Huntington, Esq. of the former place.

DEATHS.

On Friday evening, after a short and painful illness, JONA THAN LAWRENCE, Jun.

On Friday evening, after a short and painful illness, JONA-THAN LAWRENCE, Jun.

Young, ardent, and aspring, with a mind richly endowed by nature and improved by the most assiduous cultivation—of high promise in his profession, and undeared to a large circle offriends by a disposition the most cordial and companionable, Death could hardly have singled out a victim from among those of his age, whose fatewould awaken a nore general sympathy or whose lose inspire a deeper feeling of bereavenent.

Atthough but recently called to the bar, Mr. Lawrence had already given evideace that his talents for public if fewere of no common order, while his strict attention to his professional duties and his general exemplary character inspired a confidence in those connected with him by the relations of business rarely accorded to one so young. Indeed, we are confident of being sustained by those fully capable of judging of his professional abilities, when we assurt, that the New York bar has lost in him one of the most promising of its junior members. But it is only they who were familiar with his stores of general reading and rich resources of original observation, with his exquisite sensibility to the beauties of poetry, his playful humor, and chastened imagination, that can unite in the full feeling of regret that one whose literary telents must at some day have entitled him to be "remembered in the line of his land's language," should be for ever withdrawn from the field of his hopes, and his promise, and bear with him to the grave the proud expectation that waited upon his young career.

And yet, had he lived, the seal that sets its loftlest yet most touching association to his character, had been wanting. The encothing incidents of his death-bed-scene—his calim endurance of pain when it was so rapidly expelling life from his hystem—his Christian resignation to the fate that had so sudden by the sum of the pound freeds that crowded his dying chamber—if the would never have been impreased upon the hearts of others to the hi

Like him, "when Death comes in terrors, to cast His fears on the future—his pall on the past— In that moment of darkness, with hope in the heart, And a smile in the eye, LOOK ALOFT and depart."

On Saturday last, in the 46th year of her age, ELIZA, wife of rofessor McVickar, and daughter of the late Dr. Bard. On Tuesday afternoon, Henry Aston, in the 80th year of his

On Tuesday morning, Edward Swords, youngest son of John Evers, aged 11 months and 9 days.
On Tuesday, April 30, Rackel, wife of Samuel Jones, aged of years.

On Tuesday, April 30, RACHEL, wife of Samuel Jones, aged 27 years.
This morning, April 30, in the fist year of his age, Thomas C. Morton.
On Saturday, after a long and painful lilness, in the 41st year of his age, JOHN MCCHEBREY.
At Portsmouth, N. H. MARY, widow of Jacob Sheafe, Esq.

On Friday afternoon, GRORGE SPERRGER, in the 94th year of

On Friday afternoon, Grorge Sprenger, in the 94th year of his age.
On Friday evening, the 26th inst William, son of William and Jane Ann Seymour, in the 13th year of his age.
This morning, of a lingering illness, Mr. Odiver Ellsworth Coss, in the 32d year of his age.
This morning, April 30, at Perth Amboy, N J. William B Paterson, son of the late Judge Paterson, aged 49.
At Demerara, of a lingering illness, Janes H. Bissy, Counseitor at Law, in the 44th year of his age, son of the late Captain Thomas Bibby, of this city.

Another Worthy of the Resolution gene.—On the 4th of April, at his residence, in Cayuga County, Major Benjamin Ilices, aged 8' years. He was a man of excellent abilities and firm integrity, and served his country in arms during the whole war of the Revolution.

INTELLIBRECHANICS MAGAZINE, NO. 4, FOR APRIL, is now ready. It is illustrated by 3: engravings ou wood, and an autograph fac simile of a letter from Lord BROUGHAM. Among the contents will be found accounts of seven Arencan Inventions, besides all the best articles from European scientific professional.

INVENTIONS, besides all the best articles from European scientific periodicals.

*** The flattering assurances of support that the publisher
has received, has determined him to give 16 pages extra in the
numbers for May and June. They will consist of a reprint of
"Mr. Babbage's excellent work on Machines and Manufactures,"
so arranged as to bind with the Magazine, or separate, as may
suit the inclination of the subscriber.

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TOWNSEND & DURFEE, of Paintyra, Man TOWNSEND & DURFEE, of Paintyra, Manufacturers of Railroad Rope, having removed their establishment to Hudson under the rame of Durfee & May, offer to supply Rope of any required length (without splice) for inclined planes of Railroad at the shortest notice, and deliver them in any of the principal cities in the United States. Acto the quality of Rope, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albuny: or James Archibaki. Eng neer Hudson and Delaware Canal and Railroad Company, Caubondale, Lugerne county, Pennsylvania.

Hudson, Columbia county, New-York, January 29, 1933.

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The Gallowing recommendations are respectfully submitted

The following recommendations are respectfully submitted to Engineers, Surveyors, and others interested.

to Engineers, Surveyors, and others interested.

In reply to thy inquiries respecting the instruments manufactured by thee, now in use on the Baltimore and Ohio Railroad. I sheerfully furnish thee with the following information. The whole number of Levels now in presession of the department of construction of thy make is seven. The whole number of the "improved Compass" is eight. These ser all exclusive of the number in the service of the Engineer and Graduation Department.

lustion of the number in the service of the Engineer and Gra-luation Department.

Both Levels and Compasses are in good repair. They have a fact needed but little repairs, except from accidents to which all instruments of the kind are liable. I have found that thy patterns for the levels and compasses have been preferred by my assistants generally, to any others in use, and the improved Compass is superior to any either decription of Goulometer that we have yet tried in laying the rails on this Road.

cription of Gostometer that we have yet three in injuried on this Road.

This instrument, more recently improved with a reversing telescope, in place of the vane sights, leaves the engineer scarcely any thing to desire in the formation or convenience of the Compass. It is indeed the most completely adapted to lateral angles of any simple and chear instrument that I have yet seen, and I cannot but believe it will be preferred to all others now in use for laying of rails—and in fact, when known, I think it will be as highly appreciated for common surveying.

Respectfully thy ir.end,

JAMES F. STABLER, Superintendant of Construction of Bailtoner and Ohio Railroad.

Philiedelphia, February, 1883.

Philedelphia, February, 1823.

Having fer the last two years made constant use of Mr.
Young's "Patent Improved Compass," I can safely say I be
lieve it to be much superior to any other instrument of the kind,
now in use, and as such most cheerfully recommend it to Engineers and Surveyors.

E. H. Gill, Civil Engineer.

gineers and Surveyors.

Germantown, February, 1832.

For a year past I have used instruments made by Mr. W.J.

Young, of chiladelphia, in which he has combined the properties of a Theodolite with the common Level.

I consider these instruments admirably calculated for laying out Railreads, and can recommend them to the notice of Engineers as preferable to any others for that purpose.

MENRY R. CAMPBELL, Eng. PhRad.,

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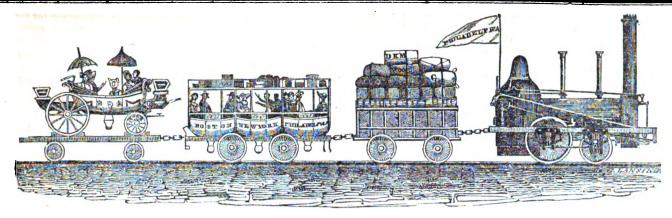
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MERICAN RAILROAD JOURNAL, AND ADVOCATE \mathbf{OF} INTERNAL

PUBLISHED WEEKLY, AT No. 25 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

D. K. MINOR, EDITOR.]

SATURDAY, MAY 11, 1833.

[VOLUME II.—No. 19.

CONTENTS:

Facts in relation to the Saratogs and Schenectady Rail-300 Foreign Intelligence

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, MAY 11, 1833.

To CORRESPONDENTS .- The communication of C. O. is received. Mr. Bulkley's reply to U. A. B. upon the "Guard Rail," and Mr. Sullivan upon the same subject, are also at hand, but unavoidably deferred until next week, that other articles which have been some time in type may be disposed of. They will all appear in our next.

NEW-JERSEY RAILROAD.—The following paragraph from the Newark Daily Advertiser re fers to a work of which we have before been able to learn very little-yet, to this city and the section of New-Jersey through which it passes, a work of great importance. From the extracts given in this number of the Journal, it will be perceived that the charter gives the company the privilege of constructing branches, and of levying rates of toll, which will, beyond all doubt, render an investment in its stock highly profitable. The charter requires that the work shall be commenced both at Jersey City and New-Brunswick, within two, and the entire line completed within five years.

"Our readers will find in our columns a brid abstract of the charter of the New-Jersey Railroad, and a reference to the law which requires the Camden and Amboy Railroad to construct a branch from New-Brunswick to their road, thus furnishing a continued communication by Railroad through the heart of the state, so loudly called for and ardently desired by the people of New-Jersey. We have thought that a publication of the principal provisions of the Railroad charter, at this time, would be acceptable to our patrons, because this grand and form the track. At every eighteen feet a cross Argus.

important enterprize of internal improvement | tie of timber secured the rails from spreading. is rapidly advancing in favor with capitalists and the public generally. The merits of the contemplated work need only be known, to ensure for it the most favorable regard of the community, it being abundantly manifest that the road will be highly advantageous to the section of country through which it passes, and productive of a rich revenue to the stockholders."

Madison, Madison co. N. Y. May 1, 1833.

To D. K. MINOR, Esq.:

Dear Sir,-It is with pleasure I embrace a few moments of leisure from my duties, in preparing for the location of the Chenango Canal to comply with my promise of sending you some of the leading facts, in relation to the Saratoga and Schenectady Railroad.

This Railroad was commenced about the first of September, 1831, and opened for travelling the 12th of July, 1832, through the whole route, except a heavy section at the village of Balls ton, which was also opened for travelling about the 15th ultimo, making the communication complete from the Mohawk and Hudson Railroad at Schenectady to Saratoga Springs.

The general direction of the road from Sche nectady to Saratoga Springs is about north 30 east. Its total length from the Mohawk bridge at Schenectady to its termination at Saratoga Springs, is 21 4 miles. The total cost of construction, including buildings for carriage houses, stables, and two dwellings, was \$217,201 $\frac{22}{100}$ or equal to \$10,149 per mile. This is exclusive of the cost of lands, and the compensation of such general agencies as are not embraced in the engineer department.

About three miles of the road is put down on stone foundation. The plan pursued for this kind of road was to excavate a trench under each rail $2\frac{1}{2}$ feet, and $2\frac{1}{2}$ feet in width, and fill the same with broken stone. These stones were rammed down in courses of four inches; on this bed of broken stone a block containing two cubic feet of stone was laid down and finally bedded at every three feet distance from centre to centre. On these stone blocks cast iron chairs were firmly fastened to receive the rail timber, which was secured by wedges. On this timber a flanged plate of iron was laid, to after the opening of the canals, in any former year.

This plan of construction requires the road to be well drained; and when put down thoroughly makes a substantial, and, except the timber in the rail and cross ties, a permanent structure.

The remainder of the road is put down on a timber foundation in the following manner. A timber is laid nearly under the rail, called a longitudinal sill; on this timber the cross sleep. ers are laid at three feet from centre to centre : the cross sills have a notch (or gain) cut to receive the longitudinal sill, and also to receive the rail timber, which is secured to it by wedges. The rail timber is capped with the iron plate, same as on stone foundation. This mode of construction is not generally quite half as expensive as that before described. There was some apprehension it would suffer much from frost: the experience of the past winter, however, has not confirmed the fears that were entertained. If the road is well and uniformly drained, the front affects it but little, and that so uniformly, as not to produce an irregularity that materially injures its use; and when the ground is settled in the spring, this kind of road is very readily adjusted. It is more favorable for the carriages than the stone foundation, but, for the same reason, the traction is not as easy.

The road has a single track, and with some exceptions is graded on a substantial and permanent plan. The grade of the road is in part manent plan. level; the remainder is undulating at various angles of inclination, in no place exceeding 16 feet in a mile, or at the rate of 1 foot in 330.

In December last I prepared a plan for a loco-motive engine, which was submitted to the Directors of the Company, who have subsequently ordered an engine to be constructed by G. Stevenson, & Co. (England) agreeably to the same, and which it is expected will be on the road in June next. It will be mounted on six wheels. As soon as we have a fair trial (which I have no doubt will be successful) I shall give you an account of her performance.

In haste: very respectfully, your obedient ervant, John B. Jervis, Civil Eng'r. servant,

Canal Tolls.-The returns received at the Comp troller's office show that the amount of tolls collected on all the canals of the state, from the 22d to the 30th of April, was MINETY-THREE THOUSAND AND SIXTEEN DOLLARS: averaging \$11,626 for each day. The receipts, notwithstanding the diminished rates of toll, have surpassed those for the same numbes of days IMPROVEMENTS IN PENNSYLVANIA. [Continued from page 276.]

to a company.

8. Danville and Pottsville Railroad. From Shamokin, Mahoney, &c. and to connect the Shamokin, Mahoney, &c. and to connect the Susquehannah with the Schuylkill canal. rapid inclination above the level of this area, not commonly exceed 600 feet; or by re-

Belongs to a company.
9. Schuylkill Valley Railroad. From Port Carbon at the head of the Schuylkill narora-distance 10 miles. Trade, coal. Belongs to a company. Finished and in use.

10. The Mauch Chunk Railroad. The first of any magnitude completed in the United States. From the head of the Lehigh Canal at Mauch Chunk, to the coal mine on the summit of Mauch Chunk mountain. Aggregate of main line and branches, 123 Navigation Company.

11. The Roan Run Railroad. From Mauch Chunk, up the Lehigh to a Coal Mine-length 51 miles. Finished and in use. Belongs to the above company.

12. Lyken's Valley Railroad. Millersburgh to the Susquehannah, up Laken's Valley, to a Coal Basin in the Brody tance; but as the river passes through gra-Mountain. Distance sixteen and a half welly alluvial bottoms, where the banks are miles. Begun, and will be completed this not washed or exposed, their examination was year.

connects that work with the Coal Mines in cessary to locate one down the valley. the valley of the Lackawana. Length of road 161 miles. Finished and in use.

Bridge near Trenton. Distance 271 miles. The line is located, and contracts made for three falls, in succession, descending about grading and bridges. To be finished this one hundred feet. Below them are numeryear. The rails will be laid next year. ous indications of the proximity of coal and Belongs to a company, and is designed to iron, but the banks are too much obscured accommodate transportation between Phila-by alluvial deposites to exhibit the precise

delphia and New-York.

The above list is believed to comprise all the important Railroads in Pennsylvania, actually finished, or upon which arrangements have been made for their early completion. Some smaller or branch lines have been probably overlooked. There are also several very important works which have been authorized by law, and which there is reason to hope will be soon commenced. Of the coal beds are approachable. this class are the Williamsport, and Elmira, and Phillipsburg, and Juniata Railroads. We have not named the York and Baltimore Railroad, as we believe that portion of it which lies in Pennsylvania has not been commenced.

Among other documents connected with these interesting subjects, we have been fa-

||forming a railroad from the coal and iron|| mines near Blossburg, to the state line at of a more extended geological result, our 6. Mine Hill and Schuylkill Haven, at the mouth of the West Branch of Schuylkill, up that stream 10½ miles to Mine Hill Gap.

Finished and in use. Trade, coal. Belongs

sively, and when thus intersected by deep ravines, occur under the most favorable known circumstances for mining, and for transmission upon railroads."

"Almost every valley is capable of mainmiles. Belongs to the Lehigh Coal and taining its separate branch railroad, and of conveying its contribution of these important

products to the principal line.

"The series of mineral strata are estimated to be crossed by the Tioga river at from 5 to 8 miles east from Blossburg. The examina-From tion has been thus far pursued, and traces of minerals are discernible throughout that disleft in an incomplete state. The whole in-13. Carbondale Railroad. Belongs to the clination is perfectly practical for railroad Hudson and Delaware Canal Company, and purposes, whenever it should be thought ne-

"At the forks near Fishing Camp, about five miles up the Tioga, this river is joined 14. The Philadelphia and Trenton Rail. by Fellow's creek, which traverses another road. From Philadelphia to the Delaware section of this district from the northeast. The upper part of this ravine is crossed by sites of the mineral beds on a single examination. Several small ravines descending into this branch, and into Morriss's Run, contain traces of coal.

On the east side of the Tioga, nearer Blossburg, are the four principal ravines of East Creek, Bear Creek, Coal Run, and There are two or three Morriss's Run. other ravines in the same direction where west are the two ravines of Boon's Creek and Johnson's Creek.

"Three miles below Blossburg there is a regular dip, at the rate of 260 feet to the mile southward, which increases until at 17 miles it is about 500 feet in a mile, and then decreases to 200 feet per mile, at the State line, or 26 miles.

vored with a report of a survey made by Mr. R. Taylor, * Engineer, with a view of Report on the Surveys undertaken with a view to the establishment of a Railroad from the coal and iron mines near delphia, Mifflin and Parry. 1833.

"If we pursue this examination for the sake

sections of the mining districts surrounding 130 feet. At 42 miles, at the Chimney Nar-7. Mount Carbon Railroad. From Mount Blossburg. Speaking of the mineral recarbon, one mile below Pottsville, up the sources of the Tioga Valley, after giving a of the Chemung feeder, this dip is about valley of the Norwegian creek—main line detailed account of those sections, showing and branches about seven miles. Finished the position and thickness, of the respective depression of the strata about 1050 feet and in use. Trade, coal. Belongs to a com-beds of coal, iron, fine clay, sand stone, slate, more to this point, to be added to 70 feet, shell, and other strata, he thus proceeds: the descent of the land from the state line. "In taking a general view of this district it Uniting, therefore, these sums with those Pottsville to Sunbury, opposite the forks of the Susquehannah. Length 45 miles—eight miles nearly completed. It is designed to whence diverge, irregularly, a number of the Chimney Narrows, capable of containaccommodate the great coal region on the smaller valleys or deep ravines. All these ing the veins of the Tioga coal field, must until they intersect the mineral strata of the surrounding mountains, at elevations, between a level with the river of Chimney Narrows the lowest and the highest, of from 200 to would be about 6275 feet below the summit vigation, up that river to the town of Tusca- more than 380 feet, the prevailing elevation of East Hill, if prolonged so far to the south. of the summits or table lands being 500 or I may add that I have had an opportunity of 600 feet above Blossburg bridge. Coal and extending the examination 60 miles further, I may add that I have had an opportunity of iron ore of different qualities prevail exten. or more than 100 miles from the coal beds, to the north and north-east; and a general observation may be made, that wherever a horizontal position [which often prevails] is not maintained throughout this parallel, there exists a depression pointing towards the Tioga coal district, or, generally, south. Consequently there is no probability that any portion of these mineral beds are prolonged in that direction, and, as has been before suggested, we must continue to regard the district which is the more immediate subject of our investigation, and from which I have somewhat wandered, as the real termination of the great Alleghany coal field."

Mr. Taylor's report is drawn up with great

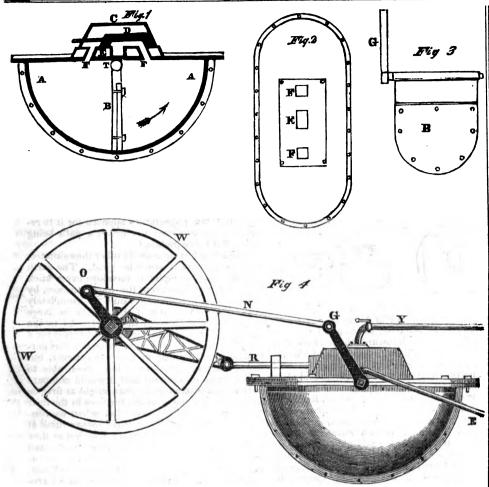
ability, and is of itself evidence of great industry and perseverance on his part. We sincerely hope that this most important plan will very soon be added to the list of works in active operation, feeling confident that it will materially benefit the commercial inter-

est of Pennsylvania.

Improved Rotary Engine. By G. N. To the Editor of the Mechanics' Magazine.

SIR,-In your last number I noticed a description of Ericsson's Rotary Engine, extracted from the London Mechanics' Magazine, the chief recommendation of which is its extreme compactness combined with its power. Hitherto Rotary Engines have met with poor success, and this has in a great measure been owing to the great friction which is necessary for preserving the piston tight, or, a want of surface for the steam to act upon. In a reciprocating engine, the constant distribution of power for moving the valves, and geering, necessary to communicate a reciprocating to a rotary motion, must amount to considerable. Now in Rotany Engines all this is avoided, and motion may be communicated to machinery without the slightest difficulty. Judging from the description, Ericsson's Engine has, however, one disadvantage, and that is the difficulty of construction.

Nothing is more requisite for the good performance of any machinery than simplicity and harmony in all its parts, and, the more simple the machine, the better is it made, and consequently the more successful. I give below a description of an Engine invented, I believe, by a Mr. Mollery, of Os-



wego, which is even more compact than tal position, in a direction with the arrow. Ericsson's, and much more simple and easy The slide D is then moved by the eccentric, to construct. The only one which I have ever seen was used for propelling a small the piston, moving it in a contrary direction boat called the "Water Witch," about the to a horizontal position. In this manner a size of a common canal boat. She had two regular reciprocating motion is preserved, engines, one to each wheel, and these were from which a rotary one is easily taken by of such dimensions that a man might easily means of a connecting rod and crank, as in carry one in each hand. And yet it work-ed rapidly and easy, moving the boat with Gene considerable velocity—say, 10 miles an hour. The whole machinery occupied about a third of the boat.

EXPLANATION.

ton. E, the aperture for the exhaust.

F F, holes communicating with the interior expectations more than realized." of the chamber. E, exhaust hole.

G is a bar for giving motion to the crank.

all its parts. G is the bar meeting the rod more favorable than I had calculated. The er, for certain improvements in steam-en-distance from New-York to Albany is 150 gines. Jan. 29; six months. centric for moving the slide. R, rod for the miles; I ran it up in 32 hours, and down in Josiah John Guest, of Dowlais Iron Works, slide. E, exhaust pipe. Y, pipe for conveying steam from the boiler. W, balance wheel
for equalizing the motion. The chamber
being in two parts, is screwed together by
nuts as shown in Fig. 4. It remains then
has been performed wholly by the power of only to show the manner of setting it to the steam engine. I overtook many sloops work. This is effected in the following manner—steam being admitted to the steam box passed them as if they had been at anchor.

James Street, Golden-square, for certain improvements in engineer, and other machinery for certain improvements in engineer, and other machinery is now fully proved. The morning I left employed in the construction of steam-ves-

and the steam is thrown on the other side of of defence than they are aware of. Yours, &c. G. N.

Geneva, April 3d, 1833.

THE FIRST STEAMBOAT VOYAGE.—We feel gratified at being enabled to lay before our readers a letter from Robert Fulton, within six months from 22d of January. Fig. 1 represents a longitudinal section divided by the middle of the chamber A A. B up the Hudson river. It is an extract from is a piston or vane, moving on the axis T, a Philadelphia paper of 1807, and can hard or apparatus for, and in the process of, manpacked in the usual manner. D, a slide by fail of being read with interest. "When ufacturing bread from grain, and the applimoving in the steam box C. F F are pipes Fulton started upon this first voyage, he cation of other products for another product or holes for throwing the steam on the pis-stood almost alone in his expectations of thereof to certain useful purposes. January success. He, however, was sanguine; and could he now revisit the numerous rivers Robert Stephenson, of Newcastle-upon-Fig. 2 is a top view of the cap to the could be now revisit the numerous rivers chamber, having the steam box taken off. and bays of our country, he would find his Tyne, engineer, for certain improvements in

NEW-YORK, August 22, 1807.

Fig. 3 is a detached view of the piston; is a bar for giving motion to the crank.

Fig. 4 is a side view of the engine, with to Albany and back has turned out rather

||New-York, there was not, perhaps, thirty persons in the city who believed that the boat would ever move one mile an hour, or be of the least utility. And while we were putting off from the wharf, which was crowded with spectators, I heard a number of sarcastic remarks: this is the way, you know, in which ignorant men compliment what they call philosophers and projectors.

Having employed much time and money and zeal in accomplishing this work, it gives me, as it will you, great pleasure to see it so fully answer my expectations. It will give a quick and cheap conveyance to merchan-dise on the Mississippi, Missouri, and other great rivers, which are now laying open their treasures to the enterprize of our countrymen. And although the prospect of personal emolument has been some inducement to me, yet I feel infinitely more pleasure in reflecting with you on the immense advantage that my country will derive from the invention.

However useful this may be, it is not half so important as the torpedo system of defence and attack; for out of this will grow the liberty of the seas; an object of infinite importance to the welfare of America, and every civilized country. But thousands of witnesses have now seen the steamboat in rapid movement, and they believe; they have not seen a ship of war destroyed by a torpedo, and they do not believe. We cannot expect people in general will have a knowledge of physics, or power of mind sufficient to combine ideas, and reason from causes to effects. But in case we have war, and the enemy's ships come into our waters, if the government will give me reasonable means of action, I will soon convince the world that we have surer and cheaper modes

Yours, &c.

ROBERT FULTON.

List of English Patents granted between the 20th of January and the 21st of February, 1833.

John M'Curdy, of Southampton-row, for certain improvements in machinery for acquiring power in rivers and currents. Partly communicated by a foreigner. To enrol

the locomotive steam-engines now in use for the quick conveyance of passengers and goods upon edge-railways. Jan. 26; six months.

Edwin Appleby, of Doncaster, iron-found-

Luke Hebert, of Hampstead-road, civil

sels and steam-carriages, a portion of which improvements is applicable to other purposes. Part of which improvement was communicated by a foreigner. Feb. 21; six months.

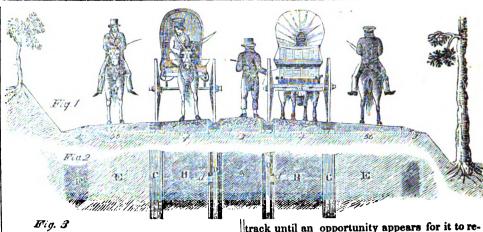
Alexander Gordon, of the Strand, engineer, for certain improvements in the boilers or generators of steam or vapor, and in condensing such steam or vapor, and in engines to be worked by steam or vapor for propelling or actuating machinery and carriages on land, and boats or vessels or other floating bodies on water. Being a communication made to him by a certain foreigner. Feb. 21; six months.

Robert Hicks, of Wimpole-street, Middlesex, Esq., for an improved method of, and apparatus for, baking bread. Feb. 21; six months.

Mr. Jno. S. WILLIAMS, Engineer and Superinintendant of the Cincinnati, Columbus, and Wooster Turnpike Company, some time since undertook (gratuitously) to survey the route from Goshen to Columbus, with a view as ofcertaining the best means of constructing a turnpike road thereon. A report has been made by him, and published by the board of directors, from which we learn that the estimated amount of forming a M'Adamized road the distance of 81 miles, would be an expense which Mr. W. doubts the propriety of incurring. Mr. W. enters into a detailed statement to show that wood can be substituted for stone in the improvement of roads, and gives instances, gathered from answers to interrogatories put to several engineers, of the durability of causeways so constructed, from which it appears that good timber laid in clay, and partly covered, will last from 20 to 30 years. From the estimates made by Mr. W. it appears that to cover a road with timber hewn a foot square and covered with earth, of 20 feet wide only, the expense would be \$257,419 80. This plan also is considered too expensive, and Mr. W. inserts a proposition for a track road, constructed of timber (see plate), the advantages of which he thus describes:

"It becomes necessary to inquire in what way timber, which is so plenty, and appears to last well, can be disposed of to our advantage. My reflections upon this subject have brought me to believe that timber hewn flat and laid in ways or tracks lengthwise of the road, to bear the pressure of wheels, would insure the end desired. The method that I believe to be the best is to hew and lay four ways or tracks, two quite flat, say one foot on the face, and two furrowed or guttered so as to receive the near wheels of all waggons and carriages.

"These tracks ought to be laid about five feet apart from centre to centre. The gutter or furrow made to receive the near wheels of sequently to run in the same track. In this carriages should be about 3 inches deep, and order they are the most easily driven. say 4 inches flat in the bottom, the tops being 6 or 7 inches open. This would receive the wheels of all or most waggons. The centre of this track, laid say 5 feet from the centre of to our advantage: thus, in such a road as the its fellow track, which is a foot on the face, one under consideration, little or no trouble sant road to travel, if the weight of loaded would give such a diversity of width, that while and regularly in the tracks. When snow would the tow-paths of our canals, where constructed the near wheel is kept in the furrow the off cover the road and thereby render the tracks of that material. But I would suggest that the wheel would be on the other track, notwith- obscure, the chances would be in favor of the horse and driver's paths be M'Adamized to the



the near or inner tracks, and the horse path should be gravelled or M'Adamized on a level with the face of the outer track, and rise gently across the horse path towards the near track for the purpose of draining, the depth of the furrow admitting of this circumstance.

"The two near tracks ought to be laid about four feet apart, from centre to centre, and gravelled or M'Adamized between them, for what I shall call the driver's path. This path would accommodate footmen, horsemen, and teamsters, or, if thought best, a horseman's path may be constructed on each side of the outer and five feet each for the horse paths, together with six inches on each side for the surplus width of the outer tracks, make a total width of fifteen feet from out to out of the two carriage ways; eight and a half feet on each side would be the width of summer road and ditch in a 33 feet graduation.

"For the purpose of draining, these tracks should be inclined not less than half a degree In fact, no part of any M'Adamized road ought to be less. The near or guttered tracks might be changed for a few inches at the foot of the to be less. slopes from the guttered to the flat form without any inconvenience to the travel: this would form a side drain across the horse-paths. outer tracks being flat would present no obstacle to draining.

"By carriages keeping always to the right, the power of this kind of road I conceive would be much greater than that of common roads, for more carriages could operate upon them without obstruction or danger, than if allowed to run promiscuously.

"As respects the ease of travelling, a road thus constructed being perfectly smooth and sidewise level, I conceive it would be superlative. It is observable, in the travelling of M'Adamized or other roads, that a great difficulty exists in keeping the wheels of waggons out of the ruts or furrows that wear, or accident has made in the road. There seems to be a propensity or habit in horses to follow each other, and con-This very propensity or habit of horses is a draw-Sack of twenty per cent. upon the permanence of M'Adamized covers. It is our privilege, if not our duty, to turn if possible this propensity

track until an opportunity appears for it to re-sume its proper one: the driver's path being raised but three inches.

"As to the lastingness of timber thus situated, I am of opinion it would be good. The earth or clay would completely envelope every stick its whole length, except the upper surface, by which its native juices would be completely extracted, particularly if the timber be large enough to cut through the heart. As to the capability of wood to sustain the travel for a great length of time, my experience in this particular is too limited to assert positively, but from what observations I have been able to make, I am of opinion that it would compare better with broken stone than might at first be imagined. The sides of the furrows in the near tracks would suffer abuse; but when we consider that they would be three inches thick at the top, and four at the bottom, and that as they would wear they would give more room, and or off tracks. Four feet for the driver's path, thereby be less likely to wear, it is not unreasonable to conclude that good timber well laid, under an ordinary travel, would last on an average of fifteen years. The near tracks might not last more than ten, while the outer or off tracks would last twenty. There being little or no jolting, or even jarring, the great source of wear in common roads, the track-road would out-last all others, respect being had to the materials of construction.

"In regard to the cost of constructing, and the perpetuity of such a road, it may be well to observe that at present, on a great portion of the line, timber sufficient for the tracks abounds within 30 to 50 feet of the centre; a great portion of which must be removed before the line can be improved in any manner. On no part will timber have to be moved far from its native to its destined locality, and as regards perpetuity, the prospect is more favorable than that of M'Adamized roads in a country where lime-stone, the material of construction and repair, is barely sufficient for other branches of improvement, during this and coming ages. Good oak and other timber can at all times and forever be cultivated upon the sides of the road, rendering it at once beautiful, pleasantly shady, and perpetual: advantages by no means attending M'Adamized roads, which will forever continue to exhaust the present existing material without there being a possibility of a renew-al. This would in future prove to be a serious disadvantage in districts of country but scantily supplied at present.

The horse paths, the driver's path, and the summer roads, might be improved by laying upon them a coat of gravelly earth, which abounds in many parts of the country destitute of stone,

and can be procured and laid at a very small cost.
"Gravelly earth will present an even and pleastanding a small diversity in the width which exists between the wheels of different waggons.

"The face of the outer or off track should be."

"The face of the outer or off track should be."

"In case a carriage of speed should overtake ed: under this might be laid, say, six inches of "The face of the outer or off track should be one of burthen, it will be easy for it to mount gravelly earth, whenever it shall be found conlaid on a level with the bottom of the furrow in over the driver's path and run in the left hand venient. It might also be proper to gravel, say,

five feet of each summer road, or at least construct the upper surface of them of the most solid earth in the neighborhood. The tracks may be laid of timber, round except the upper surface. It would, however, be better to form them of large, well grown timber, split or cut through the heart: the sides squared, so as to take off the bark and white-wood. These tracks may be of pieces any convenient length, with the ends brought to a determinate thickness, and laid upon a block placed to receive them. The under side of the tracks ought to be straightened or partly flattened, in order to secure a more steady position of them. The earth ought to be closely applied to the bottom and sides, not only to effect this object, but to secure a more speedy extraction of the acid from the wood. The limey quality transferred from M'Adamized horse and driver's paths to the wooden tracks, would be likely to prevent both wear and decay. Where the road is necessarily much curved, it ought to be M'Adamized, and the tracks dispensed with, particularly if good material is convenient, which is almost invariably the case, where your line is crooked. The line from Goshen to Columbus, as will be seen by the map, is laid almost entirely of long straight lines, not more than one mile and eighty-two poles requiring to be M'Adamized, and that where the stone is most plenty. Eighty miles of the line, therefore, is suitable for tracks, which ought first to be laid of squared timber, after which the two inner ones might be guttered or furrowed by machinery propelled by steam or animal power, and moved along the tracks simultaneously as the operation proceeds.

"The proposed method of improvement, if found to answer the purposes of traffic and travel, whether it shall last equal to the expectation of its inventor or not, will be found to be one of immense utility, by reason of the cheapness of its first construction, which brings the first cost of improvements to a level with the scanty means of a country newly settled, and

as it were yet in the wilderness.

Mr. Williams advocates, with much earnestness, internal improvements of every description: the report is well drawn up, and is of itself evidence that it has been done by a hand well acquainted with the subject upon which it We think, however, that in speaking of the probable advantages to be derived from systems that he recommends, he is rather too sanguine of the result. We cannot do better than let Mr. W. speak for himself:

"Any state or nation that would adopt a gen eral system of internal improvement by roads and canals would do away sectional jealousy. The interests of the different parts would become one by the common course of intercommunication. Inter-marriages would take place, and a general diffusion of acquaintanceship, and a union of interest would be the result. At the same time that wealth, the source of power, would be thus increased, power itself would follow its consequence of the system. The means of intercourse would give a facility to the transportation of men to defend the country, and stores to render those men comfortable; munitions of war, too, would reach every point to render formidable those forces, which with the greatest facility could be conveyed so as to render the effective force double to what the same means would be without it. This system would at once unite the citizens as if they inhabited but a small island, while at the same time they would be as strong as if they filled a ast territory.

Such a state of things is very desirable, and perhaps may occur, but we think it not likely in our time. Mr. W. concludes the report thus:

"The hand which guides this pen was among the hand which guides this pen was among the state of the

the first to fell the trees of the interminable territorial forest, to let the sun see the soil that now in the state of Ohio presents so many pleasing subjects for contemplation and reflection."

Affording another instance that, in a free coun-

try like this, industry and talent will always be duly appreciated, and in most cases amply re-warded.

[Since the above was in type we have received a communication from Mr. Williams, by which we learn that the Company have determined to construct eight miles of road on this plan.-ED. MEC. MAG.]

Abstract of the Charter of the New-Jersey Railroad and Transportation Company.tions 1st, 2d, 3d, 4th, and 5th, simply give the name of the Company; the amount of capital, which is \$750,000, with liberty to double it, and the shares to be \$50 each; the names of the commissioners and the place of receiving subscriptions; the number of directors and the manner of electing them; and the power to call in instalments of \$5 each, and of appointing a

president, engineers, treasurer, &c.

Sec. 6, Authorizes the directors to survey, lay out, construct and repair, a railroad not more than 66 feet wide, with as many sets of tracks as they think proper, from such point in the city of New-Brunswick as shall be agreed on by them and the corporation of that city, through or near the village of Rahway and Woodbridge, within half a mile of the markethouse in Elizabethtown, and through Newark, by the most practicable route, and thence contiguous to or south of the bridges crossing the Hackensack and Passaic rivers, crossing Bergen Ridge south of the Turnpike road, to some convenient point, not less than 50 feet from high water mark on the Hudson river, opposite to the city of New-York." It further authorizes the Company to make a branch road to any ferry on the Hudson opposite to New-York, which branch shall join the main road within 100 yards of the Hackensack river, if the main road cross the river within 100 yards of the present bridge, but if it crosses it more than 100 yards from the bridge, then the branch shall join it at such point west of the river as shall be best calculated to give to the ferries equal facilities of communication with Newark, and if the Company do not construct such branch as soon as the main road from Newark to the Hudson is made, then the owner of the ferry is authorized so to do, with the same power and under the same liabilities with the Company. The Company are also authorized to enter upon and take possession of anylands mecessary for the cite of the road, and if the owner of such land and the Company do not agree on the price, either of them may (at the cost of the Company) apply to a judge of the Supreme Court, and have three commissioners appointed from the county in which the land lies, to estimate the damage arising to the owner from the occupancy of the land, and also from removing, making and maintaining fences: and if the owner is dissatisfied with the appraisement, he may appeal to the Common Pleas and have his damages estimated by a jury, but will recover no costs unless he recovers more than the appraisement.

Sec. 7, Empowers the Company to build bridges, fix scales and weights, raise embank-

ments, &c. and to take materials therefor, subect to compensation, to be ascertained as in

he case of lands.

Sec. 8, Authorizes the Company to regulate the time and manner of transporting goods and passengers, the description and formation of carriages, and the rates and modes of collecting tolls, which are not to exceed the following rates, viz.: for empty carriages weighing less than a ton, 2 cents a mile; more than one and less than two tons, four cents; above three tons, eight cents, and in addition thereto six cents a ton for goods and 3 cents for each pas-senger per mile; Provided, that no farmer of this State shall pay toll for carrying the produce of his farm in his own waggon not weighing more than a ton, when such produce does not weigh more than 1,000 lbs., but shall pay only for carriages as if empty. It also authorizes the Company to construct branches to any landing on or near the Passaic, not north of be a complete thoroughfare by railroad through Belleville, and to any place in the township of the centre of the State from New-York to Newark.

Sec. 9, Requires the Company to commence the road at Jersey City and New-Brunswick, within two years, and to complete the whole route in five years, under penalty of forfeiting their charter.

Sec. 10, Authorizes the company to purchase any turnpike road and bridges on the route, and reserves to the State and individual stock-holders of the Newark Turnpike Company the right at any time within two years, from the opening of the books, either to take an amount of the stock of the company equal to the fair market value, at the time of passing the act of their stock, or to sell out the same to the company, at that value, which is to be estimated by the Chancellor, in case of disagreement; but the Newark turnpike, and the bridges over the Raritan, Passaic, and Hackensack, are to be kept as public roads, without obstruction.

Sec. 11, Empowers the company to cut sluices and make embankments, to prevent the railroad from being overflowed by the tide.

Sec. 12, Makes it lawful for the company to carry the railroad across roads and streams, not impairing their usefulness, and if they cross any navigable river, they may build a bridge, with a draw not less than thirty feet wide, and are bound to keep a light during the night, and open the draw when necessary, under penalty of ten dollars for every neglect.

Sec. 13, Authorizes the company to build or purchase carriages for the transportation of persons or property; but they are not allowed to charge more than six cents a mile for transporting passengers and each ton of goods, nor more than \$1,25 for carrying pasengers from New-York to New-Brunswick.

Sec. 14, Empowers the company to hold real estate at the commencement and termination of their roads, not exceeding 3 acres at each place, and build thereon ware-houses, stables, machine shops, &c. and to build on the Hackensack and Passaic rivers such bridges, piers. wharves, &c. as they shall think necessary for the full enjoyment of all the benefits conferred by the act.

Sec. 15, Imposes upon any person who shall wilfully injure the road, or any of the buildngs or works of the company, a penalty of three times the amount of the damages done.

Sec. 16 and 17, Gives the State the right of purchasing the road, at a price to be ascertained in the mode marked out by said sections, after the expiration of the charter.

Sec. 18, Imposes an annual tax of 1-4 per cent on the capital paid in, and exempts the road from all other taxes; and if the railroad should be continued across the State, a transit duty of 8 cents for each passenger, and 12 cents for every ton of goods, transported over the whole road, is to be paid to the State.

Sec. 19, Empowers the directors to call special meetings of the stockholders, for any purpose they may see fit; and Sec. 20 requires of the company to make and repair bridges or passages, wherever the railroad crosses any high-

way, or intersects a farm.

Sec. 21, Reserves to the State the right of taking 4th of the Stock. Sec. 22 declares it to be a public act, and Sec. 23 restricts the use of the funds of the company to the purposes of the act.

It is required by the supplement to the act relative to the Delaware and Raritan Canal, and Camden and Amboy Railroad, "that it shall be the duty of the said companies to construct a lateral railroad from a suitable point on said road, at or west of the village of Spotswood, to a suitable point or points in the city of New-Brunswick, which said lateral road shall be completed as soon as any railroad shall be made from the said city of New-Brunswick to the Hudson river"; consequently this branch road is required to be made as soon as the New-Jersey Railroad is completed to New-Brunswick, and by this means whenever the New-Jersey Railroad is finished, there must

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writing of Henry Brougham, satisfied that peals to the jury were exceedingly animated it will gratify many who admire the character and talents of that distinguished individual. The feelings of his client. One of his most We shall occasionally insert engravings of the splendid efforts was at the bar of the House autographs of men distinguished for their literary and scientific attainments, accompanied General for the late Queen. The power-

SKETCH OF HENRY BROUGHAM. [Compiled from suthentic sources.]

We have not forgotten that this most distinguished individual has been raised to the the great privilege of being present can form Peerage, and has received the highest honors in his profession that his sovereign can be the powers of mind he evinced, on that occain his profession that his sovereign can be-stow upon him, but we prefer to speak of him in the simple name, which, like those or GEORGE WASHINGTON, JAMES WATT, Ro- cient guarantee of its brilliancy. BERT FULTON, and many others, can never receive additional lustre by any title. He of the following vivid description, written by was born in Westmoreland, where his mo-ther still resides, and at an early age was time plead at York Assizes: called to the bar in Scotland, where he practised as a barrister for several years, deviting a considerable portion of his time to literary pursuits. It is only with his public character, whether as a statesman, an author, the seemed not so much to look at the jury a barrister, or a judge, that we have to do, as to look through them, and to fix his eye

From the New-York Mechanics' Magazine.

[We make no apploagy for introducing to greatest advantage. In all cases where the the notice of our readers a fac simile of the liberty of the subject was infringed, his ap-(if possible) by a short sketch of their public ful arguments in support of her remoncharacter.] of Pains and Penalties into that house, can never be duly appreciated, even by those who have read them: those only who had sion. The profound attention it commanded from the members is, of itself, alone a suffi-

We can bear testimony to the correctness

quence was poured forth like a torrent, strong, He first took excopious, and impetuous. tensive views, and laid down general principles applicable to the case: then he applied these to the particular facts, examining the testimony of each witness, and showing its weakness, the suspicion attaching to it, and its inconsistency, either with itself or with the other parts of the evidence. He displayed as much skill in exposing and concentrating the weakness of the opposite side, as in exhibiting his own strength. He lashed some of the witnesses without mercy, and covered them with his surcasm. His sneer was terrible. He then unfolded his own case with great clearness, and made it appear that he had evidence which would quite overthrow that of the other side, and leave not the shadow of a doubt on the minds of the jury. The case being one which required both physical and metaphysical observations, from involving a question of bodily and mental derangement, Mr. Brougham's universal knowledge enabled him to treat it in a very luminous manner: he seemed to combine the professional skill of the physician with the just and profound views of the philosopher. He gave a most striking picture of the diseased and doating testator, coloring it with almost poetical brilliancy, and bringing out the features with a breadth and force peculiarly his own. He gathered his illustrations from nature and from art, and levied contributions on science and literature. Every thing in the manner and matter of the orator bespoke power—the strength of his voice, the sweep of his arm, the piercing glance of his eye, his bitter scorn, his blazing indignation, the force of his arguments, the inevitable thrust of his retort, and the nervous vigor of his style. He despises the graces of elocution, but seems to have unlimited confidence in the strength and resources of his intellect. In short, this was the highest oratorical achievement it has fallen to my lot to hear. and it was of course successful, though it was not one of his greatest efforts."

As a statesman, Mr. Brougham has always appeared uniform and consistent, never swerving from his avowed principles when he entered public life. His earliest efforts as a British senator were distinguished by the same regard to the rights of individuals, and the liberties of the country, which he has uniformly manifested to the present time. Nor was he then less firm in opposition to what he deemed the encroachments of the crown, and the extravagances and abuses of the government, than he has proved since. His bold denial of the sovereign's right to the droits of the Admiralty, in 1812, will not soon be forgotten; and, though he failed in his motion on that point, few can help wishing that he had been able, during a season of enormous expenditure, to bring that prolific fund in aid of the exche-quer.—We cannot deny ourselves the gratiand in each of these has he shone with a speech of Mr. splendor that will long cause the name of they felt, than to rivet their attention, and as Brougham in 1816, on the treaty of the Ho-lit were to grasp their minds by the compass of they felt, than to rivet their attention, and as Brougham in 1816, on the treaty of the Hospital Speech of Mr. Brougham in 1816, on the treaty of the Hospital Speech of the small gray eye, which in resolution of three great continued to the standard of the s As a barrister, Mr. Brougham enjoyed an extensive practice for a series of years, particularly on the Northern circuit, being generally retained by the defendant, and had, in most cases, to cope with the legal knowledge and talent of Sir James Scarlett, who, for a long time, was Attorney General for the County Palatine of Lancaster. In defending particular actions for libel, and in windicating the general liberty of the press, manding, his action animated, and his elo-

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gion, and justice, they adopted a course which brought much misery on their own subjects as well as those of a neighboring state—they made war against that unoffending country, which found little reason to felicitate itself on its conquerors being distinguished by Christian feelings. The war against Poland, and the subsequent partition of that devoted country, were prefaced by language very similar to that which this treaty contains, and the proclamation of the empress Catharine, which wound up that fatal tragedy, had almost the very same words.'

Among the most prominent of his later efforts in the House of Commons, may be mentioned his lucid speech on his introduction into that house of a "Bill to amend the State of the Laws;" it occupied nearly eight hours in delivery, and so arrested the attention of a full house, that the newspapers of that time remarked that they never remembered the house so orderly. Until the year 1828 Mr. Brougham was returned to Parliament for under the immediate influence of some of the Whig peers. In that year a vacancy occurred in the representation of Yorkshire, (the by a discerning and grateful public. returned to fill that vacancy, although he had no connection whatever with his new constituents. He had scarcely taken his seat when and others in fear are beginning to reform he announced that it was his intention to themselves. bring forward a bill for Parliamentary Reform. A day or two previous to the one that was arranged for the introduction of that making for some years past? Elementabill, the Duke of Wellington's Tory administration was dissolved, and his Majesty called consequence of that step was the elevation of Mr. Brougham to the Peerage, under the title of Baron Brougham and Vaux,* and his appointment to fill the joint offices of Lord High Chancellor of England, and Speaker of the House of Lords. The influence and power that was thus placed under his control he has used in a manner that does honor to his heart, and is quite consistent with the principles he had always advocated, in Parliament and out of it, during a series of years. Among his earliest efforts, after his installation into office, may be mentioned his own motion for reducing very considerably the emoluments attached to the offices he held his sweeping reformation of the abuses of the Bankruptcy Laws-his unceasing efforts to purge the vices of the court over which he was placed to preside—his strenuous exertions in the holy cause of Parliamentary Reform, the triumph of which is mainly attributable to his and Earl Grey's inflexible and unbending political honesty—his nevertiring advocacy of the abolition of the Slave Trade—and his arguments, whenever opportunity presented itself, (and they continually occurred in Parliament,) in favor of any and all measures that had a tendency to promote the amelioration or removal of civil and religious disabilities. When it is known that during the whole period these measures were progressing, he had almost daily to attend Cabinet Councils, of frequently three or four

after professing a vast regard for truth, reli-||hours' duration, yet he did more in one short||been familiar with the reading public. two or three hundred,—our readers cannot but wonder at the vast power of mind and versatility of talent displayed in one individual. Nor is this all; for while thus engaged in Politics, Legal Reform, Parliamentary Reform, the duties of his office in Parliament, and the due performance of his judicial functions, it is really almost incredible that he could find time to attend to literary pursuits; yet it was so. He acted as Chairman for the Society for Diffusing Useful Knowledge, and very frequently attended to the duties imposed upon him by that committee; and by virtue of his office, was at the head of the London University, and of the King's College also. We now turn with peculiar gratification His resolute efforts to throw open the coralready completely changed their character,

Who can but witness with pleasure the rapid progress education is and has been ry instruction is now so quickly impart-ing to the great mass of the people, by that whereas in the last generation it was one of the best signs of the present times. By this the rising age of the lower and lowbe shaken.

must we omit to notice the great benefits he has rendered to universal education, by plan-tal."—[Ed. Mag.] ning and forming the Society for the Diffus. ing of Useful Knowledge; among the committee of which will be found men of all political parties, of influence and wealth, and great talent, combining their efforts to spread knowledge throughout the world.

As an author, HENRY BROUGHAM has long

session to bring up arrears of business in the a very early age he communicated some Chancery Court, than had ever previously been done, having left but one cause unde-burgh Cyclopedia, and ever since the estabcided—his predecessors frequently leaving lishment of the Edinburgh Review he has been a zealous supporter of that work, and some of the most profound and ingenious articles that have appeared in that work were from his pen. Nor has he confined his contributinos to the Edinburgh Review. He is known to be the author of several papers in Nicholson's Journal, and in the Philosophical Transactions—papers which discover the varied nature of his studies, and how well he has furnished his mind with the diversities of natural and artificial, as well as legal and political science. The chief entire work which bears his name is entitled 'An Inquiry into the Colonial Policy of the European Powers. In addition to these, a masterly pamphlet on the state of the nation, and several speeches to notice some of the gigantic efforts he has on special occasions, which have appeared made in the cause of universal education. in print, deserve to be mentioned among the samples of his literary pre-eminence. one of those decayed boroughs which were rupt arcana of the most ancient and ex-these and other productions of his pen, he tensive of the benevolent institutions in his shows a capacity of mind which takes in any own country, are well known and appreciated subject, however large its dimensions or mi-Nor nute its details. In all his works, he is evilargest county in England,) and he was, have they been without success: a commiswithout solicitation on his part, triumphantly sion of inquiry continues to proceed in its manner; yet few men are gifted with clearer sion of inquiry continues to proceed in its manner; yet few men are gifted with clearer necessary work : several great charities have perceptions, or capable of more rich and appropriate illustrations, especially from the first rate classics, with whose best passages he seems perfectly familiar.

His last avowed production is the admira-ble treatise on the Objects, Advantages, and Pleasures of Science, a part of which we have already transferred into our columns.

We shall conclude this imperfect sketch EARL GREY to his Councils. The immediate the most simple and economical means, by a short extract from a lecture delivered at the Jefferson Medical College, by Profesdifficult to find a peasant who could read, in sor Paterson, of Philadelphia, in the sentithe next it must be much more difficult to ments of which we fully concur. He says, find one who cannot. This is undoubtedly after alluding to distinguished men in Europe, " it has been my good fortune to have associated with many other characters, who, with est ranks are receiving a moral elevation, justice, are admitted to be the most illustrious of which no time, or change, or accident, can of her sons. Before I knew them, I confess deprive them. This must insure the duration of wisdom, the enlargement of liberty, imagination. They appeared, at a distance, and the propagation of religion, by whatever more than morrals; but, when known and political changes the frame of society may examined in person, I found them merely To Henry Brougham we are indebted for tures of intellect or character, from the dismuch of this: amidst his various occupations, tinguished individuals with whom I have been wherever popular education was advocated, associated, in my native city. There is only whether at the Royal Society or at the Me-lone man I have ever known, who, from the chanics' Institution, he was always foremost towering height of his mind, and from the in the van.* The great interest he took in rich and exhaustless stores of his informafounding the London University is fresh in tion, has realized all my imaginings of a great our memory. He was one of the prime man—a man differing from, and far exalted, movers in getting into successful arrange by capacity and acquirements, above all ment the operation now continued with so others. This MAN is HENRY BROUGHAM, the much success in that establishment. Nor present Lord Chancellor of England. He,

> CLAY FOR SCULPTORS .- Sculptors, who prepare their models in clay, have frequently occasion to leave their work for a long time unfinished, and in such cases often experience much difficulty from the drying and shrinking of the material. It is well to know * Henry Brougham and his friend, Dr. Birkbeck, were among the first who responded to the call when a proposition was made to establish the London Mechanics' Institution; their exertions and their example did much to promote its success. They contributed liberally to its funds, and, it indeed, unless such men had taken the matter in hand, we have reasen to believe the attempt to found such a society, at that time, would have been worse than fruitless.

^{*} When it was made public that Mr. Brougham was to be made a member of the upper house, solicitations were made from many with whom he had been connected in promoting various laudable objects, that he would still retain the name of Brougham, as the association of it with institutious having for their aim the welfare of mankind seemed so natural, that it would be to them a matter of great regret to be deprived of it.

tendency that bodies have to approach each other. And first, in elucidation of this sub-black; in fact, is made into ink. But when particles lie less closely compressed or comject, if you throw a stone, or shoot an arrow the phial No. 3, which contains aqua fortis, pacted together. into the air, instead of proceeding according to the direction in which you send it, you to the earth with a velocity or swiftness proportioned to its bulk or weight. Now, it is liquid is again clear. easy to conceive that the resistance of the air may stop it in its progress: but why should it return? Why should not the resistance of the air stop or impede it in its return?

heavy? It is, in truth, the earth that draws which we have now mentioned, philosophers or attracts the stone or the arrow towards it; have arranged under five distinct heads. this overcomes the force with which you The first, that we mean of the stone or the sent it from you at first, and the resistance which the air would otherwise make to its the attraction of gravity, or gravitation. falling.

place upon the liquid a piece of loaf sugar, attraction of cohesion, and also capillary atyou will see the water or fluid ascend, or in traction. The third is *electrical* attraction, vulgar language, be sucked up into the pores because the sealing wax, when chased or of the sugar: that is, the one attracted by the warmed by rubbing against your stocking, other. Again, if you take two leaden bullets, is in an electrified or excited state, like the foundation. and pare a piece off the side of each, and glass cylinder of an electrical machine when make the surface, where you have taken off rubbed against the cushion, and therefore ble in almost every natural object, since in the piece, exceedingly smooth, and then press attracts the hair, feathers, &c. The fourth the two balls together, you will find them is the magnetic attraction; and the fifth is adhere strongly together, that is, they are called chemical attraction, or the attraction mutually attracted by each other.

hairs, or any very light bodies, are brought | are effected. within the distance of from an inch to half an Thus, in philosophical language, they are attracted by it.

This last effect is very similar to what may be observed of the magnet or loadstone, or what is often performed by the little artificial magnets, which are commonly sold, and which afford a very rational and pretty amusement to young persons.

But what is a still more surprising effect of attraction, if we take two phial bottles, which we number 1 and 2, and fill each of them with a fluid perfectly colorless, we see they appear like clear water: on mixing them together, we will observe the mixture becomes perfectly black. We take another phial, No. 3, which contains also a colorless fluid, and we pour it into this black liquor, which again becomes, we see, perfectly clear, except a little sediment which remains at bottom. Lastly, we take the phial. No. 4. containing also a liquid clear like water, and by adding a little of it, the black color we see is restored.

All this-appears like magic, but it is nothing more than the effect of attraction. ,Philosophy keeps no secrets, and we will explain it. The colorless liquor in the phial No. 1 is water, in which bruised galls have been steeped or infused; that in No. 2 is a solution of copperas (called by chemists sal martis, salt of steel,) in plain terms, it is water in

(or the nitrous acid, as it is called by the chemists,) is poured in, the iron, which has tains more solid particles within a certain a stronger attraction for it than for the galls, compass, size, bulk, or space, than another. see its course is quickly spent, and it returns a stronger attraction for it than for the galls, unites with it, and having left the galls, the

Again, the phial No. 4 contains salt of wormwood, in a fluid state, which the chemists call an alkali. The agua fortis is nitrous acid, therefore, has a stronger attraction for this alkaline matter than it has for The answer you will think very plain-it the iron; it therefore drops the iron, which is its weight that brings it back to the earth, again unites with the matter of the galls, and you will say, and it falls because it is a heavy you see the fluid resume its black complex-body. But what is weight—or why is it lion. These several kinds of attractions,

The second, that of the two leaden balls To make this plainer, if you drop a little adhering together, and of the water ascendwater, or any other liquid, on a table, and ing into the pores of the sugar, they call the of combination, because upon it many of the If you take a piece of sealing wax, or am- processes and experiments in chemistry deber, with a smooth surface, and rub it pretty pend; and because by this means most of quickly upon your woollen stocking till it gets the combinations which we observe in salts, warm, you will find that if straws, feathers, the ores of metals, and other mineral bodies,

On the two first of these species of attracinch of it, these light bodies will be drawn to tion only we shall at present enlarge, because the sealing-wax or amber, and will adhere to it will be necessary to treat of the others when we come to investigate those branches of science to which they properly belong.

First, therefore, of gravitation. It requires no experiment to show the attraction of gravity; for since the earth is in the form of a globe, it is manifest that it must be endued with a power of attraction to keep upon its surface the various bodies which exist there, without their being hurled away into the immensity of space in the course of its rotary diurnal (or daily) motion. The earth has, therefore, been compared to a large magnet, which attracts all smaller bodies towards its centre. This is the true cause of weight or gravity (which mean the same thing.) All bodies are drawn towards the earth by the force of its attraction, and this attraction is exerted in proportion to the quantity of solid matter which any body contains. Thus, scales, and we see one preponderate, we it contains a greater quantity of solid matter: for as every particle of matter is attracted by the earth, the greater number of such particles any body contains, the more forci-bly it will be attracted. We know, by experience, that the weight or gravity of a body or thing is not in proportion to its bulk. A bullet of lead, of the same size as one of which common copperas, or green vitriol, is dissolved. The iron which this salt (green vitriol) contains has a strong attraction for number of solid particles, which are united stances, appear to possess a power the re-

ATTRACTION.—By attraction we mean the || the gall water, and when they are mixed to-||or pressed closer together than those of the This, then, is what is meant by specific gravity, that one body con-

> It is one of the laws of nature, discovered by Newton, and now received by all philosophers, that every particle of matter gravitates towards every other particle: which law is the main principle in the Newtonian philosophy. The planets and comets all gravitate towards the sun, and towards each other, as well as the sun towards them, and that in proportion to the quantity of matter in each.

> All terrestrial bodies tend towards a point, which is either accurately, or very nearly, the centre of the earth; consequently, bodies fall every where perpendicular to its surface, and therefore on opposite sides in opposite directions. As it acts upon all bodies in proportion to their quantities of matter, it is this attractive force that constitutes the weight of bodies.

> The cause of gravity is totally unknown. Many theories have been invented to account for it, but they have been all mere hypothesis or conjecture, without any solid

> II. The attraction of cohesion is observareality it is that which holds their parts together. It has been already demonstrated, in the experiment of the two leaden balls, and the same effect will be proved by pressing together the smooth surfaces of two pieces of looking-glass, particularly if a little moisture is dropped between them to exclude the air more perfectly. The adhesion or tenacity of all bodies is supposed to depend on the degree of this attraction which exists between their particles; and the cohesive power of several solid substances has been ascertained by a course of experiments, in which it was to put to the test what weight a piece of each body of one tenth of an inch diameter would sustain, and the weights were found to be as follows:

	Raw flax	ĸ,		37 lbs.	Ash,		50 lbs
	Horse l	ai	r,	45	Zinc,		18
į	Raw he	mp	,	46	Lead,		294
	Raw sill			534	Tin, .		
	Fir woo	d,		23 *	Copper,		299
	Elm,	•		35	Brass,		360
	Alder,			40	Silver,		370
	Oak,			48	Iron,		450
	Beech,			50	Gold,		500
١					•		

This cohesion is also visible even in fluid substances, the particles of which adhere together, though with a less degree of tenacity than solid bodies. "The pearly dew" when two bodies are placed in opposite is a well known phrase in poetical language, and the drops of rain, or of dew, upon the say it is heavier than the other; in fact, that leaves of plants, assume this round or pearly appearance by the attraction which the particles have for one another. In the same manner quicksilver, if divided into the smallest grains, will appear round, like small shot, because the particles attract each other equally in every direction, and thus each particle draws others to it on every side, as far as its power extends. For the same reawood, or of cork, will weigh infinitely heal son, two small drops of quicksilver, when vier, and one of gold would be heavier still. brought near to each other, will seem to run

verse of attraction; and this is called in philosophical language, repulsion.

On the Stomach Pump-Method of dislodging Poison from the Stomach without it, &c. By Dr. ARNOTT.

A small pump, called the stomach pump, has lately been used in medical practice, for removing poisons from the stomach in cases where the action of vomiting could not be It has already saved many lives. It resembles the common small syringe, except that there are two apertures near the end, instead of one, which, owing to valves in them, opening different ways, become what are called a sucking and a forcing pas-When the object is to extract from the stomach, the pump is worked while its sucking orifice is in connection with an elastic tube passed into the stomach, and the discharged matter escapes by the forcing orifice. When it is desired, on the contrary, to throw cleansing water, or other liquid, into the stomach, the connection of the apertures and the tubes is reserved.

As a pump may not be always procurable when the occasion for it arises, the profession should be aware that in many cases a simple tube will answer the purpose as well, if not better. Such a tube being introduced, and the body of the patient being so placed that the tube forms a downward channel from the stomach, all fluid matter will escape from the stomach by the tube, as water escapes from a funnel by its pipe; and if the outer end of the tube be kept immersed in liquid, there will be during the discharge allow used, and often used in vain. syphon action of considerable force. On then changing the posture of the body, water may be poured in through the tube to wash the stomach, and may by the same channel be again discharged. Such a tube, made long enough, might, if desired, be rendered a complete bent syphon, the necessary preliminary suction being produced by a syringe, or by the mouth of an assistant, acting through an intervening vessel.

But there is a still easier mode than either of these now described, of dislodging poison from a torpid stomach, viz. merely to place the patient so that the mouth shall be considerably lower than the stomach,-as when the body lies across a chair or on a sofa, with the face near the floor,—and then, if necessary, to press on the stomach with the hand. The cardiac orifice opens readily in such a case, and the stomach is inverted like

any other inverted vessel.

Useful as the pump may prove upon occasions, in evacuating the stomach, its more ancient office of injecting the enema is still the more important, and recent experience seems to show that such injection may become a remedy of more extensive utility than had yet been suspected. From an erroneous opinion, that what had been called the valve of the cocum acts as a perfect valve, allowing passage downwards only, few practitioners have ventured to order much liquid to be injected, for fear of overstretching the lower part of the intestine; and the possibility of thus relieving, by injection, disease situated contemplated. It is now ascertained, howuntil it reach the stomach. Perhaps few, if any, cases of obstruction of bowels could resist the gentle force of penetrating water, so that a mechanical remedy of certain effect may, in many cases, be substituted for the if any, cases of obstruction of bowels could

METEOROLOGICAL RECORD, KEPT IN THE CITY OF NEW-YORK. For the Week ending Monday, May 6, 1833, inclusive

unicated for the American Railroad Journal and Advocate of Internal Improvements.)

Date.	Hour.	Thermometer.	Berometer.	Winds.	Strength of Wind.	Clouds from what direction.	Weather and Remarks.	6, 0.98. following results: S. 634—and from follow: From the
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	10	52	30.25	ssw	moderate	••	cloudy—fair—	Average temperature of the week, 58 Maximum height of the barometer in The observations of winds at the sum om NE. including N. 22—from SE. i W. including W. 23. The observations of clouds or higher
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what has been said above of the abdomen inches of it all died. and the intestinal canal, it appears that an with this discovery of the means of enjoying injection tends to spread itself with singular clean and dry walks without any trouble. uniformity over the whole. This tendency may be rendered obvious to sight, by throwing a sheep's intestine, recently extracted, into a bucket of water, and then pumping water in at one end: a stream will issue strongly at the other end, although several feet distant, almost immediately, and without any intermediate part having become very sensibly tense. Of course, in the living body in cases of spasm or obstruction, the liquid must be thrown in against resistance very gradually.

That case is called introsusception of the bowel, in which an upper portion falls, or is of the finger of a glove may be received into another part,—and the receiving portion of the bowel, mistaking the received for des-cending food, holds it fast. This occurrence forms a complete obstruction, and generally proves fatal. Many infants, with irritable bowels, die of it. Now, a copious enema, such as we have described above, is almost The liquid advances until it a certain cure. reaches the part where the portion of gut has been swallowed by gut below; and as it cannot pass without pushing the introsuscepted portion back to liberty, it effects the

VALUABLE MATERIAL FOR WALKS AND ALLEYS .- A soap-maker not knowing what above the supposed valve, has scarcely been to do with the black sulphurous residuum of his ley tubs, spread it in a wet state along ever, that fluid may be safely thrown in, even the alleys of his garden. It soon became stiff and almost impervious to rain; the al-

drastic purgatives and pernicious bleedings||leys were always dry; no grass or weeds From appeared on it, but the plants within a few He was delighted having only to put a covering of clean sand over the refuse. Having occasion some time after to repave his yard, he used the soft refuse instead of mortar. It soon hardened and cemented the stones so well, that the heaviest carriages occasioned no disadjustment.—[Jour. des Connais. Usuelles.]

AGRICULTURE, &c.

[From the New-York Farmer.]

AGRICULTURAL FAIR IN NEW-YORK.fo!lowing resolution of the New-York State Agricultural Society, it will be perceived that a Fair is to be holden in October next. Farmers, agricultural improvements, are requested to use their influence to carry the objects into

Accounted, That a fair for the sale of live stock, seeds, and other products of husbandry and of household labor, be held in the city of Albany, on the second Thursday of October next, and one in the city of New-York, on the fourth Thursday of the same month; and that the civil authorities and agricultural societies of those places be requested to make preparations for the holding of those fairs.

STIRRING THE SOIL IN A DROUGHT .- It is an established opinion, that the more the soil is hoed harrowed, and ploughed, in dry weather, the better are plants enabled to withstand the want of rain. The recorded effects of frequently stirring the soil are surprising. Excellent crops have thus been obtained, when prospects were most forbidding. It is asserted that when dry weather occurs in the spring, before the roots have extended far, there is still a greater necessity of more frequent hoeing and ploughing. The reasons assigned are, that more of the moisture in the atmosphere is condensed particularly in the night, and that more air, which is a poor conductor of heat, becomes imprisoned in the soil, and thus prevents the heat from penetrating.

By the EDITOR.

and eaten green, will, at a rough estimate, produce treble the quantity of milk it would it would have done in the form of dry hay.

SALT.—At this season of the year, when live stock are changed from dry hay to green pasturage, the effect on them is very considerable. Their offal, from being comparatively dry and hard, immediately becomes of a liquid consistency. To prevent this sudden weakening effect, give a little salt dissolved in a little bran or meal and water, which will greatly increase the thriving of the cattle. In Germany portable sheds are put up in the fields for shelter, with salt constantly kept in a suitable vessel. A few quarts of bran wet and mixing heaps of sand or soil with the scrapings. salted, and given to cows two or three times a week when they are turned to grass, will yield should remember that there are many forest a great per centage of gain in milk.

IRRIGATION.—Every farmer should have in his yard a cistern, or some similar receptacle for his liquid manure. In our often dry crops would be the means not only of keeping the crops in a growing state until they are supplied with rain, but greatly enrich the land. too late to sow forest seeds.

KINDS OF CROP.—Farmers should not be guided much in the choice of crops for culture, from the high prices they now bear in market. They may, very probably, by the melon, and pumpkin vines, as well as turnips, time they are able to get the crops in mar. time they are able to get the crops in mar ket, become reversed in prices. Potatoes, for instance, command a poor price; and for this with coarse tobacco leaves, soot, dry ashes, reason a farmer who has to buy his seed, should plant more potatoes than if they were dear.

WEEDS.—Every farmer should make it a principle of duty to eradicate every useless weed, not only from the injury he may sustain, but from regard to his neighbor and the public. A few seeds from his field may be carried by the wind into those of his careless neighbor, and thus eventually a whole neighborhood become invested.

FRUIT TREES.—Grafted trees should be examined, and the clay or composition fallen off supplied. Useless suckers and side shoots ought to be removed. In some instances, when the suckers have roots, they should be set out for stocks. Young fruit trees, sprouting up about the fields should be taken up and put in the nursery or portion of garden al. wood, when it should form or ripen fruit. lotted for that purpose.

To have your orchard trees to continue thrifty, particularly young ones, it is advisaaround the body kept free from grass, every plans of management, that they may introspring manured, and stirred several times in duce a system of culture that will be equally the course of the summer.

ROOT CULTURE.—There are many advantages arising from the cultivation of roots. From not ripening their seeds they are considered not to exhaust the soil as much as those that do ripen them. The soil becomes farmers may think they understand their stirred and comminuted, and thus is fully exbusiness, yet they would derive benefit from posed to the air. Weeds and poor grasses having a work on agriculture, to which they are more effectually destroyed. These crops could refer in reference to every operation on are very productive. Potatoes averaging the farm. They would always find some hint mits of some display of taste as well as of neathers and clean liness. The substitution of circles and other figures for squares or oblong

main on the ground but a short time, are eaten by man and beast, and easily preserved over Solling.—It is stated on good authority, by man and beast, and easily preserved over that a grass meadow in good heart, mown the winter. The seed of the mangel wurt.

Not a moment is to be lost this month. No one who is desirous of having his garden well in the best of very tables and all in the winter. The secu of the many stocked with the best of vegetables, and an are zel is sown early in May, and costs from good order, will hesitate to devote the extra 75 cents to \$1.25 per pound. Four or five time which is requisite to have all his plans and have if pastured, and four times as much as pounds are required to the acre. These raised for seed would, we should suppose, make good returns.

> Squashes and Pumpkins.—No farmer should neglect to have a liberal supply of also be put in the ground until June. The Cathese. They are of much service in various preparations on the table, as well as feed to hogs and cattle. Raised in hills, on ridges of manure covered lightly with soil, they succeed well, although they generally make good returns on almost any soils. Sometimes a portion of the cow-yard, or where there has been a dunghill, may be profitably occupied, by

FOREST TREES FROM SEEDS .- Farmers trees raised from seed that will sell well, and that are valuable for timber or fruit. Among these are the juglans squamosa, or shagbark hickory, and the j. regia, or Madeira and burning climate, watering grass and other nut. These trees, when two or three years old, will, in almost any neighborhood, sell for remunerating prices. Early in May is not

PREVENTIVES OF INJURY FROM INSECTS. Many farmers lose many of their crops by grubs and other insects. Cucumber, squash, against them, the farmer should be provided these are not only very useful but saleable. and the like.

study out a plan of improving the value of his to pinch off their ends to increase their fruitfulfarm, and should persevere and follow it out, but be careful to avoid undertaking them any faster than he has means and time. If possible, always make the profits of the farm pay for the improvements.

MANURE.—Much has been said about long and short manure. When put on in spring, it is reasonable to suppose that it ought to be not, the plant acquires more or less of its unrotted manure. growth before it is sufficiently fermented and dissolved to be of service; and when it is in a state fit to nourish the plant, it produces an one light and moderately enriched. unnatural stimulus, at an improper time, causing the plant to run into leaf, straw or

EXPENSIVE LABOR.—Many, after toiling for many years, find their hired help has consumed all their profits. Farmers thus situble to have the ground for one or two feet ated should endeavor to alter or vary their for use. productive with less labor. By duly consid ring all the circumstances in which they are peaced, nine times in ten they will be able to hill, and the vines reduced to three. mlake the desired change, without risk.

AGRICULTURAL WORKS .- However well

Suggestions relative to Farmers' Work for May. ||trifling trouble, require but little culture, re-||Suggestions relative to Gardeners' Work for May. By the EDITOR.

Not a moment is to be lost this month. No operations carried into full effect.

Beans.—The Dwarf Kidney varieties may be planted throughout this month, and until August, for succession crops. Pole beans may rolina and Lima beans are not, except in very favorable locations, planted until the middle of May. Beans do well on a light soil, except the Lima, which require one considerably enriched.

Beets.—Should the first sowing fail, the seeds may be again put in the ground the first of June.

Borecole and Brussels Sprouts are sown middle of May, and transplanted in July into good ground, in a warm situation.

Brocoli.—The seeds of the purple brocoli may be sown about the middle of May; when of proper size, transplanted into rich ground.

Cauliflower.-The seeds may be sown early in May, and the young plants set out in the latter part of June in very good soil.

Cabbages.—The seeds of Savoy, late kinds, and red, are sown early this month.

Cucumbers.—The varieties to be planted this month are Early Frame, Green Cluster, and Long Prickley.

Corn.-Indian corn, the early varieties, should be planted to be eaten green.

Herbs.--The various kinds of medicinal, pot, and aromatic herbs may be sown. Many of

Melons.-The delicious nutmeg, musk, and nd the like.

Water melons are to have a place this month.

IMPROVEMENTS.—Every farmer should Sometimes it is necessary to thin the vines, and

> Okra.—Sow in drills near two inches deep and four feet apart.

Peppers.-The different kinds of pepper are sown in a good soil this month.

Peas.—For succession crops, sow this month. To have them come up soon, soak them six to twelve hours. A little milk put in the water is said to cause the bugs to come out of them. in a state of insipient fermentation at least. If Peas are said not to succeed as well with fresh

> Pumpkins.—This valuable vegetable is a profitable crop on almost any soil, particularly on

> Sorrel.—The broad and the round leaved sorrel may be sown this month, in beds or along borders, and when of some height, thinned out to the distance of nine inches.

> New-Zealand Spinage.—Plant two seeds in a hill. It is of a luxuriant growth, and stands the heat of summer, at which season it is fit

Squashes.—The early bush squashes are considered the best for gardens. The Vegetable Marrow, and the Cocoa nut Squash, are among the desirable varieties. Five or six seeds in a

Strawberries.--Most writers recommend a few of the male or barren plants to be set out with the bearing ones. Mr. Floy, of New-York, advises the rejection of all those that are unproductive. By pinching off the runners their

turnips, ruta baga, mangel wurtzel, carrots, &c. from 6 to 8 or 9 hundred. They serve to alternate, and give variety to food for cattle in winter. Turnips are considered the best. The seeds cost but little, are sown with

English Gooseberries—Ripening Grapes. By M. Saul. To the Editor of the New-York Farmer and American Gardener's Magazine.

SIR,-I have sent you the price list of gooseberry trees, and I have marked the weights with the pen, (that is, dwts. and grs.) I took the weights from the gooseberry record of 1832, so that your readers may have the names, prices, and weights, of each sort. The

following are the heaviest in each class:
Red Young Wonderful, 27 dwts. 13 grs.;
Green Bumper, 30 dwts. 18 grs., this is a
seedling, first year of fruiting; White Ostrich,

24 dwts. 20 grs.

There are 22 new seedlings this year, 1832

6 Red ones, 4 Yellow, 8 White, 4 Green.
The monstrous Pear, called the Green Mountainers of the Control of the tain, has weighed this year, 1832, 201 oz. I sent a tree of this valuable pear to Mr. Prince, of the Linnman Botanic Garden, near New-York, about 3 years ago. This pear was raised a few years ago in this neighborhood, and is therefore little known, being raised by a cottage gardener, in a village 6 miles from Lancaster.

A singular Twin Cucumber was produced this season; it was perfectly double, being nearly joined together from end to end by the rind; it measured 13 inches long, 61 inches broad, 171 inches in circumference, and weighed 51 lbs.

With respect to Harrison's mode of Glazing, noticed in the London Horticultural Register on this subject, I refer you to No. 4 of the Horticultural Register, pages 147 and '8; you will there find my opinion on Mr. Harrison's

will there find my opinion on Mr. Harrison's plan of glazing.

The following is Mr. Money's plan of constructing Hot-Houses: A lofty house shows grapes the best, say 7 feet high in front and 14 feet high at back; but a high house is hardest to keep warm. If I intend for grapes, and a sloping bank, a good foundation is a great desideratum, and when practicable I raise the ground in front of the house 4 or 5 feet in a sloping direction for about 30 or 35 feet. I would have loam from a pasture ground, a would have loam from a pasture ground, a fourth part of rotten horse dung, and a fourth part of sharp sand from a river or brook. This well incorporated will do. Plant the vines on

weil incorporated will do. Plant the vines on the outside, but do not suffer their stems to appear, or frost will injure them.

When grapes are wanting to be kept late, a dry house is best. I leave the latest sorts un-til February, and the cutting until April, when black grapes and brown leaves have a singular appearance; but the grapes are as good as they are in October, through keeping them dry. The glazing should be done with putty that will not crack. The outside putty should have 1 lb. of white lead to 10 lbs. of putty previous to using, and that will prevent it from cracking. The putty for the laps should be made with sweet or train oil, for linseed dries and shrinks, and soon slips the laps are better puttied, as it strengthens the glass and causes it to repel a hailstorm.

The flues should be 12 inches deep, 7 inches wide inside, and set clear of the ground by two bricks, flat, to receive the joints of the flags or tiles of the bottom of the flues; the bricks are laid flat, not edge-ways, for such a thickness of the flue retains the heat much longer; and I would here remark that my plan of the hot water system, placed also on the flue, is a great advantage, for at some seasons the flue will not draw so well; but by the tubes being in the fire, the heat is sure to be got up by hot water, and when the flues are in a great drawing way, there is a saving in the fire, as one half is only required. This plan I published in No. 458 of the Mechanics' Magazine, which I sent you.

By this plan a great advantage is obtained by being sure of keeping the house dry in the au-tumn, or the grapes will mould and drop off;

many intermediate ones as are necessary; ex- by keeping a close house; but it is the means ded up my handkerchiefs and shirts. If, in latitude tend the twine along these at different heights of spoiling them, for the damp will serize the foot stalk of the berry, and they will shrivel or my blind vanity would have made me believe of the pure contained her heart. But the heart of thise turn red and be sour. Plenty of free air is highly necessary, to carry off the damp. The slides should be in the roof, every two or three feet from each other, to give fresh air.

7 By having a proper selection and different

houses, growers may have grapes for 9 or 10 months in succession, commencing forcing

about the 20th of January.

The following sorts are well deserving of cultivation, namely, the Muscat Escholate, a new variety, raised from seed by Mr. Money, of the Haverstock Nursery, London; the Muscat Tottenham Park, White Frontignac, West St. Peter, Black Hambro, the White Hambro, this is about a month later than the Black Prince New Purch Street Water were Black Prince, New Dutch Sweet Water, very fine White Muscadine.

For late forcing the Black Escholate, a new seedling, raised by Mr. Money; the Poonah, the Oldakers, St. Peters. To commence forcing about the middle of April, so that the fruit begins to change color in August, and becomes black in the middle or in the end of November, and may be kept till April. For winter forcing, see Loudon's Gardeners' Magazine, vol. 1, p M. SAUL. 36 I remain, yours,

MISCELLANY.

[From Count Pecchio's England.] THE BETROTHED

Miss K was a young lady of nineteen, tall, handsome, good mannered, lively, without being too gay or impertinent, of a fair complexion, with a soft and subdued but not a languishing look, and large ringlets of fine dark brown hair; such a one, in short, as would be highly admired by the double file of young men between which the fair Italians have to pass when they go to the theatre of La Scala at Milan. On a visit she was paying to a family of her acquaintance, at a good hundred miles distance from the city she resided in, she captivated a young man of the family. He asked her in marriage, and obtained the consent of the young lady and her relations; but as the gentleman was not well advanced in his profession, that of a barrister, it was agreed to defer the ceremony for two years. In the mean time, the betrothed husband came every now and then to visit his affianced wife, was welcomed by all the family with a more than friendly warmth, and looked upon and treated by her friends as the future husband of the young lady. Thus the two betrothed, instead of going to the altar blindfold, had an opportunity (and an enviable patience) to study each other's character, to accustom themselves to mutual respect in the presence of others, and to correct whatever blemish they might find they had. To draw still closer the bonds of acquaintance and friendship between the two families, a sister of the husband staid for several months at the house of his intended wife, rather as a relation than a friend; thus, instead of having one day a censorious sister-in-law, the bride was acquiring for herself a friend in her new family, a bridemaid for her nuptials, and, from the gratitude that a friendly hospitality produces, a supporter and defender on every occasion

This young lady, who was known to me before the contract of marriage, did not alter in the least her manner of behaviour towards me. She was often be-forehand in inviting me to take a walk with her as a guest, and I had sometimes the honor of giving her my arm. Our walk was always a Petrarchesque one, on solitary banks,—amid deserted fields, as the English taste will have it. Two or three times she came to pay me a visit at my own home, accompanied, however, by a dear lively little sister of hers. She entered gaily, chatted good humoredly, and soon unfolded the object of her visit,—generally a polite invitation to dinner or tea: such visits are in this country neither an irregularity nor a phenomenon.
Only be a bachelor, and young (but not licentious, at least openly),—and if you fall ill, you will have the visits of all the married and marriageable ladies of

your acquaintance.

and never suppose that grapes are forwarded livesick damsel would show in latitude 44, she men [-[Morning Wetch.]

44, a young woman had only knitted a purse for me, my blind vanity would have made me believe that purse contained her heart. But the heart of Miss K.—— was given to another, and she would have K was given to another, and she would have died a thousand deaths rather than be guilty of an indiscretion of that sort. The sacred promise she had given, did not, however forbid her from being, ac-cording to the laudable custom of the nation, kind and courteous to me and others. She had a way of always making appropriate and tasteful presents.—
When I set out for Greece, she presented me with a
handsome edition of Lord Byron's "Child Harold." nandsome edution of Lord Dyron's "United Harold," and when I returned, it having transpired that in my new lodging, I had neither paper nor an inkstand, she stole upon my study when I was from home, with a cousin, who was her accomplice in the magic freak and set upon my table an elegant portfolio, an inkstand, and some very fine writing paper: after-wards to conceal her generous gift, she pretended that it must have have been conferred upon me by two of those fairies who for many ages had lived in Eng-land, and danced in the woods and on the green sward. I, (and any body born under a burning sua.)
I, who in Italy or in France, should have conceived the hope of a culpable love from any single kind glance that a girl might let fall upon me,—have never had the slightest unbecoming thought of that young lady, on the word of a man of honor. No! far different is the effect of the confidence placed in the man, and of the consciousness of virtue in the lady. Promises of marriage long before their celebration are here of frequent occurrence in the middle classes: if ever the young man breaks his word, the relations of the young woman bring him before the tribunals, and unless he can justify his change of mind, he is con-demned to pay a fine proportioned to his circum-stances: some of them as high as five and even ten thousand pounds sterling. It is true that this system may favor the perfidieus snares of a Lovelace; but how few Lovelaces are to be feared, when the satisfaction of a caprice must cost so much time, so many plots, so many falsehoods and dangers! I believe most men would rather make the tour of the world on foot, than go through all the trouble of Richardson's lib. ertine here to obtain a Clarissa by treachery. sides, he who betrays a young female in England is visited with the public abhorrence to such a degree, that Mr. Wakefield, who endeavored to deceive Miss Turner, was more detested on all hands than if he had assassinated George the Fourth.

Sculpture and Painting .- " A statue may be compared to a star, and a painting to a flower. The one is apart, unchanging, independent, and sublime—it is tull of a light that burns only for itself; it derives no apparent nourishment from any outward source; and it lifts our thoughts to hold communion with higher races than man. The other, belonging to our earth, and the child of it, is a portion of that nature to which we ourselves belong, is fed by the atmosphere we breathe, and clad in colours which attract us the we breame, and clad in colours which antract is the more because we irresistibly connect with them the notion of decay. The statue might be fancied the marble crystals of a spirit that will soon take wing to its planet. The painting is the exquisite and blooming bud, that grows from the native soil of man."-Arthur Cuningsby.]

Travellers in the Bast.—The latest accounts from Lieutenant Barnes and Dr. Gerard, state, that after leaving Cabul they had arrived at Khulim, where they were detained by a native Chief, Moer Murad Beg of Kemday, for the purpose of extorting a ran-sum from them. The Khan of Cabul, however in-terfered and procured the release.

Jewish Tradition.—" When Moses was still a child, Pharaoh played with him. Moses took hold of Pharaoh's beard, and drew out the jewels with which it was covered. Pharaoh said to Jethro, Belaam, and Job, who were viziers at the time, 'I am afraid that that Jew boy will one day overturn my empire. What is to be done with him? Balaam advised Pharaoh to kill Moses. Jethro said, 'No, but try whether he has understanding, by putting before him gold and fire: if he take hold of the gold, then kill him; but if he touch the fire, then it is a proof that he will not be clever, ' Job was silent, but Jethro's advice was followed. Moses wanted to take hold of the gold, but the angel of the Lord turned his hand towards the More than all this,—she knew that my linen was in legislated—being that of an orphan, destitute of country, and wandering over the face of the earth,—and she offered and with gentle violence took upon herself to set every thing at rights; then, with the same care and attention which a tender wife or This story is current among the Jews of Meshid."—If Morning Wetch?

STIMM A RV.

THE AMERICAN LYCEUM-of which one object is the improvement of general education by simplifying its processes, and recommending and preparing good elementary works-is now holding its annual meeting mentary works—is now holding its annual meeting Messrs. Carey, Lea and Blanchard have put to in this city—President Duer, of Columbia College, press a volume enlittled—Memoranda of a Residence occupying the chair. Among the proceedings on Monday morning was a resolution requesting President Duer to draw up the outlines of the constitutional jurisprudence of the United States, and to publish the same in such form as may be best adapted for a text book, for lectures, and a class book, for the use of Academies and Common Schools. We are glad to see this, both because of the importance of the subject and the fitness of the gentleman chosen to illustrate it.

President Duer is now in the regular discharge o his duty-delivering Lectures on the Constitutional Jurisprudence of the United States, to the Senior Class in Columbia College, where such instruction is a part—and very useful part—of the under graduate course. Mr. Duer's law education-his practice and experience as one of the Circuit Judges of this State—and his present avocations as President of the College-combine to render the designation of him by the Lyceum, for the preparation of the work in Morgan. question, very fortunate.

"The Cholera," says the Nashville Banner of the 20th ult, "is, we learn, prevailing in the lower country, and the steamboat Tobacco Plant, which arrived here last night, reports eight deaths on board from that disease, while on the Mississippi.

A Ladies Fair has been got up in Boston and was to open yesterday at the Fanuel Hall, to aid the funds of the Institution for the education of the Blind, in a style of splendor exceeding any thing of the kind heretofore attempted in this country; the Boston Editors state that it is confidently believed that from 10,000 to \$12,000 will be raised by this Fair.

Mr. Auguson, as we learn from the Gazette, "accompanied by his second son, Mr. John Audubon, took his departure from our city yesterday afternoon in the steamboat Benjamin Franklin, on his long con-templated excursion to the Coast of Labrador. His object is to study the habits of the numerous water birds which visit us en passant to and from those almost uninhabitable regions, where they retire during the breeding season. This is a field which naturalists have but partially explored, and none have con tributed so largely as Mr. A. to this interesting subject, as will be proved when his charming biography of birds shall be completed."

It may be of service to Mr. Audubon, and acceptable to any person desiring to subscribe (in his absence) to his great work to say, that letters addressed to Mr Audubon, to the care of Mr. N. Berthoud of this city will be duly attended to.

Capt. Back and his party, augmented by four sol-diers of the Royal Artillery, who asked and obtained permission to accompany the expedition, left Montreal on Thursday of last week, for La Chine, where they embarked to the number of thirty, in two canoes

[From the Alexandria Phenix.] An incident of a most painful nature occurred on board the steamboat Cygnet, as she stopped here on her way down, yesterday. An assault was made up-on the President of the United States by Mr. Randolph, late of the Navy. At the first blow, we un-derstand, almost a hundred arms fell upon the assailant, and he was with difficulty rescued and carried on shore. We have never known more excitement nor more feeling to be manifested by all our citizens. We are induced to mention this matter, which ough indeed never to be published, only because we know that reports of it will be circulated throughout the country and printed elsewhere. It was an affair of a moment; but it is said, that, from the feeling produced, it is wonderful that the assailant escaped with

So great was the public indignation at this outrage, that we believe almost any measure would have been edopted to express it. The President was naturally highly excited and exasperated. He departed a-midst the cheers and good wishes of the great crowd which had assembled.

In the confusion of the moment, no attempt was made to arrest Mr. Randolph on the instant, but the Court being in session, he was immediately present ed by the Grand Jury, and a bench warrant forthwith issued for his apprehension.

"It is understood as certain," says the National | the history of North Carolina, from 1771 to 1776," Gazette of yesterday, "that William J. Duane, Esq., of this city, has been appointed Secretary of the Treasury of the United States, to succeed Mr. Mc. Lane, who will go into the Department of State."

[From the National Gazette.] at the Court of London, by Richard Rush, Envoy Extraordinary and Minister Plenipotentiary of the United States of America, from 1817 to 1825. We have seen, in the hands of the publishers, the table of contents; and judging by that, and the very favora-ble opportunities and abundant qualifications of Mr. Rush, we expect much instruction and gratification in the perusal of his work. It is likely to appear about a month hence.

Appointments by the President.

Maximo de Aguirre, of Bilboa, to be Consul of the United States at Bilboa, in the place of Francis Xavier de Ealo, resigned.

Joshua Dodge, of Massachusetts, to be Consul of the United States at Bremen.

Head Quarters of the Army,
Adj. Gen. Office, Washington, April 18. \
The Secretary of War has given the following ames to the forts to be constructed and situated on the points and places here below mentioned:
To the work on Grand Terre, Louisiana-

Livingston.

To the work on Mobile Point, Alabama-For

To the work on St. Rosa Island, Florida-For Pickens.

To the work on Cockspur Island, Florida-Ford Pulaski.

To the new work now constructing in the harbon of Charleston, S. C.—Fort Sumter. To the work on Oak Island, North Carolina—Fort

To the work on the Pea Patch, Delaware River Fort Delaware.

To the work on Throg's Neck, New York-Fort Schuyler.

To the work on St. George's Island, Boston Har. or.—Fort Warren.

By order of Major General MACOMB,

R. Jones, Adj. Gen.

The Sea Serpent .--Capt. Joshua Knight, of the brig Speed, who reciently arrived at this Port from Matanzas, informs us that when off Cape Cod, about twenty-five miles distant, he fell in with his snakish majesty, and had a fair view of him for above half an hour. He was about six hundred feet distance; the weather was calm, and he lay sluggish upon the water, as much at his case as a lazy gormandizer after dinner. Sometimes he appeared entirely motionless, lying like a log a hundred feet in length upon the water. Occasionally he would raise his head, about as large as a barrel, four or five feet above the water, take a calm look abroad and then lay down again as though he were napping. Just back of his head there appeared to be a bunch more than twice as large as his head, and near his tail another bunch somewhat smaller. Capt. Knight is confident he saw a hundred feet in length of the animal out of water at once. He viewed him with a spy glass, and was so near that he could see his eyes distinctly [Portland Courrier.]

It is certain, says the National Gazette, that Mr. Stevenson, of Virginia, has been nominated Minister at the Court of London.

We learn from Washington that President Jackson will leave that city on the 1st of June, on his tour to the East, and will proceed as far as Portland. He intends to be in Washington again previous to the 4th of July, not wishing to mingle in the bustle and pa rade which his presence would occasion on that day in one of our large cities.—[Jour. Com.]

CINCINNATI, APRIL 30 .- Another Steamboat Lost. The steamboat Guyandotte, while accending the Ohio last evening, struck a snag, a few miles above this city, and sunk almost immediately. No lives lost. She was the U.S. mail packet from this place to Guyandotte. We have heard no further particulars.

Another splendid packet ship, of 650 tons, intended for the old line of Liverpool packets, was launched yesterday morning from the yard of Messrs. Brown and Bell. She is called the "Europe," and is to take the place of the Canada. The latter ship is to be sold this day.—[Jour. Com.]

[From the Raleigh Constitutionalist.]
"A Vindication of North Carolina from the asper sions of Mr. Jefferson, as contained in the fourth volhume of his works, with other matters connected with Ta

is the title of a work proposed to be issued from the Boston Press in October next, by Joseph Seawell Jones, of North Carolina. We wish this work much encouragement for more reasons than one. Apart from the mere fact, that we desire the success of literary man from our adopted State, we think this portion of her history is little known. Few, very few, know that North Carolina was the first to give motion to the ball of the revolution, and still fe are disposed to admit the fact when established by We hope the work about to be historical evidence. issued will contain a full and complete "vindication." This State has too long permitted herself to be de-prived of the honor which is justly her due. By men who are acquainted with the matter, it is believed that when Mr. Jefferson penned the declaration of in-dependence of '76, he had that of North Carolina, of 75, on his table. If we are not much mistaken, the journals of Congress announcing the arrival of the North Carolina declaration have been found, and we have little doubt, that the colonial office of Great Britain contains documents which will will place the question beyond the reach of controversy.

The National Intelligencer, of yesterday observes, "It is not true that Commodore Rodgers has been arraigned before a Court, or had any charge prefer-red against him whatever. There is no foundation for the story."

INGENUITY OF THE BLIND .- Wishing to keep his communications from absent friends without the interposition of a secretary, Huber had a sort of printing-press made for his use. In a series of boxes, successively numbered, were placed small types, and these he arranged in his hand. When the lines were composed, a sheet, blackened with a peculiar ink, was laid upon them, and on that sheet again another of white paper. With a press, which he controlled with his feet, he was able to take an impression on a piece of letter paper, which he then sealed and despatched. Such are the contrivances to which the instinctive love of independence will give rise. In taking exercise, Huber was accustomed to take hold of threads, which were strewn through all the walks about his residence. In following them by his hand, he knew his way, and small knots sometimes met his grasp, which, from some known peculiarity, in their form or substance, afforded him some well-understood information as to the direction he was taking.

UNITED STATES SENATE.—The following is the Senate board for the twenty-third Congress. The figures opposite the names mark the periods when the respective terms of the members will expire.-[U. S. Telegraph.

MAINE	Peleg Sprague,	1835
, I A MARGINARY	Ether Shepley.†	1839
NEW HAMPSHIKE	samuei Dell,	1837
MASSACHUSETTS	Vathaniel Silabee.	1835
1	Daniel Webster,*	1839
RHODE ISLAND	Vehemiah Knight,	1835
CONMECTICATE C	Asher Kobbins,*	1839
CONNECTICUT	v. 100mmson, N. Smith. *	1839
VERMONT	Samuel Prenties,	1837
	Z. Swift,†	1839
NEW YORK	S. Wright,† (e)	1837
NEW IFESEV	N. F. I Milliage, ! T Frelingboves	1835
REW SERSEI	S. L. Southard.	1839
PENNSYLVANIA	William Wilkins,	1837
PENNSYLVANIA DELAWARE MARYLAND	One vacaucy.	
DELAWARE	ohn M. Clayton,	1837
MADVIAND	Amoid Naudain,	1833
MARIDAND	l. Kent.t	1839
VIRGINIA	William C. Rives,† (b)	1835
	John Tyler,*	1830
NORTH-CAROLINA	ledford Brown,	1835
GOLDEN CAROLINA	when C. Calbarra t.	1837
SOUTH CAROLINA	Renhen D. Miller	1837
GEORGIA	Seorge M. Troop.	1835
	iohn Forsyth,	1837
KENTUCKY	eorge M. Bibb,	1835
mnyymaan I	denry Clay	1837
TENNESSEE	Ingu L. Wille,	1037
Онгоогно	Chomas Ewing.	1837
	r. Morris,	183P
LOUISIANA	G. A. Waggaman,	1837
J	. S. Johnson,	1835
INDIANA	rv. Hendricks,	1830
MISSISSIPPI	. Poindexter.	1835
	J. Black,†	1839
ILLINOIS	J. M. Robinson,	1837
	E. K. Kane,	1835
VIVBVMV·········	V. K. King,	1033
MISSOURI	s. moore, L Rucknor	1837
VIBGINIA NOETH-CAROLINA SOUTH CAROLINA GEORGIA KENTUCKY TENNESSEE OHIO LOUISIANA INDIANA MISSISSIPPI ILLINOIS ALABAMA MISSOURI There will be a decid	r. H. Benton.*	1830
There will be a decid	ed majority of anti-	Jacks
	11.0	

*Re-elected. † New members.
(a) In place of Mr. Marcy, resigned. (b) In place of lazewell, resigned. (c) In place of Gen. Hayne, resigned.

members, including the nullifiers.



NAVY REGISTER .- Some of the most important changes in the Navy Register, as ascertained at the Department during the month of April, 1833. VESSELS BELONGING TO EACH FOREIGN STATION. Mediterranean .- Frigates-United States, Brandy

wine, and Constellation.

John Adams.

Stoops—John Adams.

West Indies.—Sloops—Vandalia, and St. Louis.
Schooners—Grampus, Shark, and Porpoise.

Coast of Brasil.—Sloops—Warren, Lexington,

Behooners--Enterprize and Boxer.

Pacific.—Frigate Potomac, Sloop Falmouth, and Schooner Dolphin.

Notices .- Frigate United States, Captain Nicolson arrived at Mahon the 27th Dec. 1832, from Tripoli and Tunis—having visited, since leaving Naples on the 17th October, Messina, Syracuse, and Malta, besides the two places above named. Still at Mahon the 18th February.

Frigate Brandywine, Capt. Renshaw, arrived at Mahon the 26th Dec. from Tripoli and Malta—arrived at Gibraltar 7th March—12 days from Mahon

rived at Gibraitar 7th March—12 days from Manon—left there the 21st for Tangiers, Lisbon and Madeira, and thence to proceed to the United States.

Figate Constellation, Capt. Read, was at Mahon all Dec.—still there the 18th February.

Sloop John Adams, Capt. Voorhees, arrived at Mahon the 26th December, from Tripoli and Tunis—arrived at Marseilles about the 1st, and there the 10th March from Mahon.

Sloop Vandalia, Capt. Budd, arrived at Pensacola the 13th March—there the 19th of April.

Sloop St. Louis, Capt. Newton, sailed from Go maives the 6th, and arrived at Port-au-Prince the 9th March—sailed thence the 13th and reached St. Jago he 20th—left there the 23d and arrived at Pensacola the 2d April—all well—there the 19th.

Schr. Porpoise, Lt. Comd'g McIntosch, arrived at Pensacola the 13th March—still there the 19th of

April.

Schr. Shark, Lieut. Comd'g. Boerum, from St. Thomas, was at St. Croix 3d March—arrived at St. Pierre's, (Mart.) the 36th and sailed for Margaretta. A vessel appeared in the offing of Pensacola the 19th April, supposed to be the Shark. Schr. Grampus, Lieut. Commanding Smoot, wa

spoken 24th March, in lat. 34 deg. long. 77. Arrived at Charleston, S. C. the 29th and sailed thence for in a day or two for England, there to procure a pathe West Indies the 6th of April.

Sloop Warren, Capt. Cooper, at Rio the 21st Feb.

Sloop Lexington, Capt. McKeever, at Buenos yres 1st February—for Montevideo next day—at a latter place the 14th and arrived at Rio the Ayres 1st Februarypendant of Com. Woolsey.

Schr. Fnterprize, Lt. Commanding Downing, arrived at Rio the 27th Feb. from the River Plate—

there the 6th March.

Sloop Peacock, Captain Geisinger, was at Lintin (China) from the 1st to the 26th December last—to sail next day for Turon Bay, (Cochin China), and thence to proceed to Siam.

Schr. Boxer, Lieut. Commanding Shields, bound to the East Indies, was spoken 5th Dec., 1832, by whale ship, lat. 37 deg. 54 sec. south, long. 2 deg. 25 sec. east—all well—expected to arrive at Ben-coolen (West Coast of Sumatra) in about 60 days. Frigate Potomac, Commodore Downes, arrived at

Callao 15th December, 1832—13 days from Valparaiso—still there the 6th January.

Sloop Falmouth, Captain Gregory, arrived at Callao the 1st December, 1832—there 22d—and at Puns, (Guayaquil) the 16th January, to sail immediately

for Valparaiso.

Schr. Dolphin, Lt. Comd'g Long, was still at Callao the 22d Dec. 1832—at Guyaquil 10th Jan. and at Panama 5th Feb.—sailed thence the 16th for Lima and Valparaiso.

Sloop Natchez, Captain Zantzinger, sailed from Charleston, S. C., the 29th March, and arrived at Norfolk the 5th of April. Now on the eye of sailing for her destination on the Coast of Brazil.

Sloop Fairfield, Capt. McCauley, left Norfolk, via w York for her destination in the Pacific, on the New Y 21st of April and reached New York the 27th

Sies of April and reached New York the 27th.
Schooner Experiment, Lt. Commanding Mervine, sailed from Charleston, S. C., the 18th, and arrived at Norfolk the 24th of April—still at Norfolk.

The Mails can be sent to the different squadrons by the following store ships, viz.:

Parthagon from Alexandric D. C.

Pantheon, from Alexandria, D. C., to sail probably

by the 15th instant for Mahon.

Serene from Baltimore, for Rio and Valparaiso spected to sail from the 15th to the 25th instant. Navy Department, May 4, 1833.

[From the Washington Globe.] The act of the 13th of July, 1832, having made it the duty of the Secretary of the Treasury to cause the several instalments, with the interest thereen, payable to the United States in virtue of the Convention with France, to be received from the French Gevernment and transferred to the United States in such manner as he may deem best, and the nett pro-ceeds thereof paid into the Treasury, it was determined, after having obtained all the information ne cessary to a decision, to accomplish these objects by drawing on the French Government, and disposing of the bill on the best terms that could be obtained for cash. This course was deemed most advan-tageous to the interests of the claimants, as it would save the expense of commission which would otherwise have to be paid out of the fund, and as it would be free from all the risks of intermediate agencies. For this purpose offers were invited and many made. The highest price for the bill however was offered by the Bank of the United States, being \$1 for 5f. 37 1.2 centimes. A bill was accordingly drawn by the Secretary of the Treasury upon the French Minister of Finance in favour of the Bank of the U. States, and the proceeds, being \$903,565.89, were at the same time placed to the credit of the Treasurer on the books of the Bank. By the Convention, the amount of the instalment was payable at Paris on the 2d of February last; and as the bill was not drawn until the 7th of February, after the instalment was due, it was made payable at sight.

It is understood, however, that when the bill wa received at Paris, no appropriation had been made by the Chambers for the payment of the instalment, and it is believed to be owing altogether to that circumstance that the bill was not paid on presentation. The French Government, it is not doubted, will promptly admit the right of the United States to be indemnified for any loss sustained by the non-payment.

Though notice has been given to the Treasury by the Bank that the bill has been protested for non-pay ment, it is not understood that it has yet been return-

ed to the United States.

MECHANICAL INGENUITY is certainly an attribute of the American man. We have just seen a beautiful exemplification of it in a pin-making machine, invented by Dr. John I. Howe, of this city, who sails with it tent for it.

The model machine is small, beautifully made, and worked by hand. We saw it in operation, and from two sorts of wire with which it was fedfor the pin, the other fine, which is twisted into the estill there the 6th March, bearing the broad head-we saw pins complete poured forth at the rate of 40, and with a capability of producing 60, in a minute. The pins are perfect in everything but the ish Packet to the 16th March, inclusive. From it coloring, which, as in all cases of pin-making, is imparted by a chemical wash afterwards.

> The machines now used for pin-making, only make the pin, the head being afterwards put on by hand, to each separately. Here the head is more firmly, uniformly, and smoothly, made and fastened on by mechanism. We cannot doubt that this all but reasoning machine will well reward its ingenious inventor.

> The ship Canada, inst taken out of the old line of Liverpool Packets, and whose place is supplied by the new ship Europe, sold at auction yesterday for \$20,000. We understand she was bought by Fish, Grinnell & Co. for the London Line.

> [From the Ebensburgh (Pa.) Spy.]
>
> Fire in the Woods.—On Tuesday last the fire broke out in many places in this county, and spread through the woods with great violence and rapidity. The leaves and brush being very dry, and the wind blowing a strong gale, every attempt to stop the progress of the flames was ineffectual. The farmers

have suffered much in the destruction of their fences and the consequent exposure of their crops.

The Bridge on the turnpike, over the first branch of the Canemaugh west of Munster, has been totally destroyed.

We have heard of the loss of but one other building, the barn of Ezekiel Davis, a few miles north of this place; but many houses and barns were much exposed, and only perserved by the great exertions of the owners and neighbors. We saw several buildings on fire, and have heard of many more, but

the flames were promptly extinguished.

We, together with most of the citizens of this place, were on active duty the greater part of Tuesday, in assisting the neighboring farmers in the pre-

servation of their property. This will account for the late appearance of our paper.

Died, on the 19th inst., at Palatine in the county Montgomery, Major John Frey, in the 93d year

of his age.

Major Frey was one of the few surviving patriots to whom we are indebted for our national independence From the commencement to the close of our revolutionary struggle, he was an active and intrepid supporter of the American cause. As a member of the committee of correspondence for Tryon county, and as a soldier in the field, he rendered essential services to his country. He was severely wounded at the battle of Oriskany, where he was taken a prisoner by the Indians, carried into Canada, and ultimately to Halifax. During the period of his imprison-ment, he suffered intensely from want of proper attention to his wounds, until he was at length rescued from the jaws of death by the skill and humanity of an eminent British surgeon, into whose hands it was his good fortune at last to fall. Soon after the revolution, he was elected a member of the senate of this state. He was a benevolent, upright and honorable man, who injuyed the respect of all who knew him while living, and who will long be held in honored remembrance now that he is no more.—[Alb. Argus.]

Bank Robbery .- The Narraganset Bank, in Wickford, R. I. was entered on the night of the 27th or tord, K. I. was entered on the night of the 27th or 28th ult, and robbed of \$450 in specie, \$352 in bills of other banks, principally of the North Kingston Bank, \$3231 of the Narriganset Bank (new plate) \$1638 of the old plate, and \$8414 in bills unexecu-ted, new plate. A reward of \$500 is offered for the recovery of the property, and detection of the thieves.

FOREIGN INTELLIGENCE.

From Mexico.-We have received letters from Mexico, by the way of New Orleans, to the first day of April, with the address of President Pedraza to the Congress on resigning his office, made on the 29th of March.

The republic continued in a peaceful state; and we find confidence expressed by some of our correspondents in the prospects of the country. Governor Zavala, whose election as chief magistrate of the State of Mexico we have mentioned, has also received the unanimous votes of his native state, Yucatan, as representative in the general congress, and has been appointed by Mr. Pedraza, Minister to France. -[Daily Advertiser.]

[From the Baltimore American.]

LATEST FROM BURNOS AVERS.—The fast sailing brig Mentor, Paterson, arrived here yesterday from Buenos Ayres, whence she sailed on the 17th March. The editors of the American are indebted to the attention of Captain Peterson, for a file of the Brit-Buenos Ayres un account of the incursions of the Indians of the South into the interior provinces, particularly San Louis and Cordova, where they had committed dreadful devastations. This circumstance had paralyzed the trade, and stopped the com-munication with the interior. Several of the provinces had united in an expedition against the invaders, and general Quiroga had accepted the command of it.

The packet of the 9th contains a paragraph stating that Captain Paddock, of the American whale ship Catherine, who had killed three persons and wounded several others at Valparaiso, was shot at that place on the 10th January last. On his way to that place on the 10th January last. On his way to the place of execution he exhibited unequivocal marks of insanity.

LATER FROM EUROPE.—The South America packet ship from Liverpool, brings us London papers to and of the 1st April and Liverpool of the 2d. The intelligence is eight or nine days later than before received.

The report via Havre, published in this paper on the 25th ult., of the continued advance of Ibrahim Pacha upon Constantinople is not confirmed, though that of the occupation of Smyrna on or about the 20th February by a detachment of his troops, seems to be considered as well founded.

The Dutch and Belgian question had made no apparent advance towards a solution; and owing to the mission of M. Dedel, the French and English govern

licals, had gained strength by the banishment of Don|| Carlos. He, together with the sister of Don Miguel, the Duchess of Beira, left Madrid for Lisbon on the 16th April. On the other hand, the sending Count de Puon Rostre to Pampeluna as Governor, is looked upon as a sort of honorable banishment for this prominent Liberal. The Queen and Zea Bermudez, are aiming at what in France is called the Juste Milieu.

In Portugal, the fraternal discord was still unset tled. The partial success of the Pedroites in repulsing an attack on their advanced works at Oporto, will be more than compensated, if, as he threatens, Admiral Sartorius should blockade Pedro in Oporto with his own fleet. The Admiral, it seems, does not understand fighting without pay, and for the mere honor of serving Donna Maria's Lieutenant.

From France, the latest accounts received in Lon don anticipated a change in the ministry, and the formation of a new one under M. Dupin. The rumor of such a change had affected the French funds unfavorably.

In England, the House of Commons by a decisive majority had passed the Irish Enforcing bill, and were occupying themselves with questions of the greatest moment in their civil polity. A motion by Mr. Robinson to substitute a qualified property tax, for the various assessed taxes, which are most onerous, was debated with a manifest leaning to the adoption of some such sure and equalizing expedient; though, as it was opposed by ministers, it was lost-221 voting against, 155 in favor of it.

The East India monopoly is certainly to be cut up; though restrictions as to the residence in India will still be maintained. But our limits to-day forbid further extracts.

GREAT BRITAIN.

LONDON, MARCH 27.—The opinion of the proprie tors of the East India Company, expressed in a manner least open to the suspicion of insincerity, (by an increased indisposition on their part to sell their stock which has been accompanied too, by an increased desire on the part of others to buy it), is conclusive, we presume, as to the success of the arrangement of the India question proposed by the Ministers. India stock rose yesterday from 208 to 222 or 223 per

LONDON, MARCH 28-The following are the condions on which the government has proposed to the Directors of the East India Company that the tea trade shall be thrown open: 1st, The trade in tea is not to be thrown open for the consumption of Great Britan until the year of 1836, because it is alleged that either in England, in China, or on the way home there will be two years' stock of tea after April 1834 when the monopoly by the charter act expires: 2d No port to be allowed to carry on the external tea trade that has not wet docks and government ware-houses within its walls; 3d, A minimum of the ton-nage of the ships carrying on the trade to be personbed, in order to guard against smuggling. Deputations are understood to be on their way, from all the outports, to remonstrate against them .- [Times.]

Rest India Company—Opening of the China Trade.

A meeting of the East India Proprietors was held in London, on the 25th March, for the purpose of receiving from the Directors, communications relative to the correspondence and negociations which have taken place between the Government and the East India Company, on the subject of the renewal of their Charter. The attendance was very numerous, and some of the documents laid before them were of the very highest importance; involving, as they do, the commercial concerns of the British empire, and the interests of so many millions of her subjects. From these proceedings we now learn the nature of the terms which the Government has proposed for settling the great questions relative to the trade and political administration of India. After various interviews between Earl Grey and Mr. C. Grant, a plan has been agreed to, of which the following are stated to be the principal heads. At the same time it was stated to the Proprietors, that although the arrangements, on the whole, appeared to be eligible, the subject was left open to discussion, and Govern-ment would be ready to weigh the merits of any other scheme that might be suggested:

1. The China monepoly to cease.

functions.

3. The Company's assets, commercial and territo rial, to be assigned to the crown, on behalf of the territorial Government of India.

4. An Annuity of £630,000 to be granted to the Company, payable in England half-yearly, to be charged on the territorial revenue of England, not -, and to be redeemable before the 25th of Aprilthen to be redeemable at the option of Parliament on the payment of 100l. for every 5l.; 5s of annuity

5. The revenue of India to be chargeable with all the expenses incurred on account of that country either at home or abroad.

6. The new annuitants to retain their character of a Joint stock Company, the qualification and right of

voting to remain as at present.
7. The number of the Court of Directors to be one fourth, going out in rotation every year.

8. The patronage, civil and military, to remain with the Directors as at present.

9. The civil servants of the Company to be educat ed at Haileybury. The number of students always to be greater than the probable number of vacancies. To remain in the College for-

10. The Directors to fill up the vacancies Each Director to appoint in his turn.

11. The 47th section of the 53d of Geo. III. to re main in force, but to be made applicable to removal as well as to appointments.

12. Every British subject to have the right of going to and settling at, either of the Presidencies without license; but the right of going into, trading, or settling in the interior, to be subject to such restraints and regulations as the local Government might re-

13. The Board of Control to have right of altering despatches: and, on the refusal of the Court of Di rectors to send them out, to have the power of sending out such despatches themselves.

14. The appointment of Governors to remain, as a present, with the King. The veto still to continue with the Court of Directors.

Before breaking up, the meeting agreed that the consideration of the question should be adjourned to the 14th of April.

HOLLAND AND BELGIUM.
Rumour speaks of the rejection by the British and French Plenipotentiaries of the first propositions of M. Dedel—viz., the formation of a provisional treaty, on the following grounds:—The removal of the em-bargo on Dutch ships, and the cessation of the block ade of the Dutch coast; the restoration of the Dutch prisoners now in France: the declaration that no evac uation of territory was to take place on either side, and that Belgium was to pay no portion of the debt until a final treaty be agreed upon; the Scheldt to be placed on the footing of 1830, and regarded as free as any portion of the sea; the navigation of the Meuse to be established provisionally by the basis of the tariff of Mentz; that the neutrality of Belgium was not to be acknowledged by Holland; and, finally, that an armistice was to be fixed to the 1st of August next.

TRIESTE, MARCH 18 .- The last accounts from Cor fu confirm the news that all parties in Greece have made their submission, and that universal tranquility Trade is resuming its activity. prevails. ships are already constructing on the south side o the Morea, as well as in the dock yards of Galixidi, in the Bay of Cerinth.

LONDON. MARCH 25 .- The following letter has been received at Lloyd,s this morning, dated 20th February—"On the evening of the 18th instant our town surrendered to Ibrahim Pacha, who merely sent an officer to ask our Governor to give up the town, which was immediately done. All the neighboring towns are under the government of Ibrahim Pacha Sundry inland duties have been taken off, and the people appear to be in favor of the new Government. It is said that in a few days we shall have an army of 1000 men here. The town remains tranquil, and property perfectly safe. Not the least alarm exists; all payments due this post have been suspended by arrangement."

LONDON, APRIL 1 .- (Express from Paris.) We have received the Paris papers of March 30th, and Messager des Chambers, Nouvelliste, and Gazette de France of yesterday. Their contents are interest-France of yesterday. ing. No authentic accounts had been received in Paris from Constantinople of a later date than 25th February; a circumstance which is represented to have caused uneasiness even to the government.— From Smyrna letters are said to have reached the French capital, stating the particulars of the occupation of that city by the troops of Ibrahim, amounting

2. The East India Company to retain its political || from Belgrade that the Sultan, distrusting alike the assurances of France and Ibrahim's asserted love of peace, had ordered the armament of the general levy of the subjects of the Porte. The non-arrival of despatches to the French Government from Admiral Roussin was deemed in Paris of serious import; for the impression was general that, had the Russian fleet actually left the Bosphorus, that important fact would have been announced to his Government by the French Ambassador, and by Government to the public.

NEW-YORK AMERICAN.

MAY 4, 6, 7, 8, 9, 10-1833.

LITERARY NOTICES.

Williams's New-York Annual Register, for 1833. New-York, PETER HILL.-This is the fourth year of the existence of this certainly valuable and accurate statistical work. It is, too, from the language of the preliminary notice, the year that is to determine whether or not a publication so expensive and laborious shall be continued. Hitherto, the demand for the book has not compensated the cost of publication. Yet we are sure, that at the same price. \$1.50, it would be difficult to compress within a smaller compass, or with more discriminating selection, so great a mass of valuable, and to most classes of persons, indispensable, information. An almanac, all that relates to the statistics of this State, its population, resources, institutions of education, of business, of charity, its public funds, its roads and canals, its schools and colleges, its judicial officers, its militia, clergy, and in short, all the topics asually comprised under the head of statistics; a national register, comprising information respecting Congress. the various Executive departments, foreign functionaries, the army and the navy, a correct and alphabe. tical tariff;-these are but a portion of the contents of this volume. We recommend it, therefore, cordially, to general patronage.

MECHANIC'S MAGAZINE, Nos. III. and IV.: New York, D. K. MINOR .-- If this publication should fail of support, destined as it is to the amusement and instruction of so large and influential a class in all our American communities, as that of the mechanicsand edited with such intelligence and judgement, by one who was himself brought up a mechanicwould argue unfavorably to the progress of sound and useful knowledge. From the spirit however with which the undertaking is continued, and from the greater efforts manifested in each successive number to render the work more diversified as well as more perfect, we infer that the patronage it meets with is encouraging. We find in No. IV. a sketch of Henry Brougham-to whom, more than any man living, the cause of popular education is indebted-with a fac simile of his hand writing. The engravings illustrating the papers are numerous and well executed. In No. IV. is commenced the republication of Babbage's admirable book on the economy of manufactures and on machinery, which it is proposed to republish entire in successive numbers, and with such an arrangement as to place and paging, that in binding up the magazine, this part may be detached and bound up as a separate volume.

When it is considered that each number of this Magazine is furnished separately for 37 1-2 cents, and that-cheaper still-93 paid in advance, secures the twelve numbers for the year-the work cannot fail to strike every one as entitled not less by its cheapness than its usefulness, to liberal support.

BOTANY FOR BEGINNERS-an introduction to Mrs. Lincoln's lectures on Botany-by Mrs. A. H. L. PHELES. Hertford, F. J. HUNTINGTON.-Under another name we have the clever author of the "familiar lectures on botany," now presenting for "the use of common schools, and the younger pupils of higher schools and academies," an elem to about 9,000 men. On the other hand, we learn discourse, easily understood and therefore easily to

le taught, of this attractive branch of natural science. ||lose its power. Schlegel, like every one else, we pre- ||nanced in any age or country pretending to a modepears to us to present its subjects with simplicity and distinctness.

LECTURES ON DRAMATIC ART AND LITERATUREwe are much surprized that it has not before been republished in this country, we shall have no hesitation in recurring more than once to the edition before us. In the present instance, we would make a few observations in passing, upon one department of his labors, which Schlegel has managed with great comprehensiveness and ability. It is his view of the two great periods of the English Theatre, the Elizabethan, or Shakspearian age of the drama, and the Charles II. era, the time of the Witcherlys, Farquhars, and Congreves. The German critic dwells with enthusiasm upon the gigantic strides which were made during the first, in an art almost previously unknown; and he regards "these time-bettering days," as Shakspeare called those in which he lived, as one of those periods when the human mind makes a spring in its advancement, as if it had been for ages gathering strength for the effort. Still, we think, that with the exception of the master spirit of the age, of whom and delightful commentator that ever wrote, Schlegel hardly does full justice to the admirable dramatic talent of that period. Beaumont and Fletcher, indeed, especially the last, are well treated at his hands; but Massinger, in spite of his eloquence and the immodest conceptions, and licentious language force, his natural delineation of character, and poe-lof these brother poets, meets with no mercy at the tical diction, is dismissed in a brief paragraph; while the elegance and elevation of Ford, his easy versification and harmonious language, and his deep and object of them were to outrage the commonest tdeas natural pathos, have not even procured him the men. of decency, meets with the justly indignant animadtion of his name. This omission is the more remarkable, as Decker, Marston, Webster, and others of similar note, are mentioned, though few of them drama, however, that the manly mind of Schlegel in complimentary terms. The comic talent of Chapman, the translator of Homer, and the power of Heyward, the author of Woman Killed with Kindness, in domestic tragedy are both commended; but the other cotemporaries of Shakspeare, whose names we have just mentioned together, are both summarily, and thrown open at the accession of the profligate Charles perhaps justly classed in a fraternity of imitators; while Lilly and Marlowe, his two most noted pre- of that worthless and contemptible Prince's habits decessors, are brought into most dangerous juxta upon a whole nation, can hardly, even at this distance position, for the reputation of the latter. The line of time, be contemplated with patience. The age of is distinctly drawn, however, between the author of Louis the Fourteenth was no where imitated with Buphue, (from which we presume Scott's Sir Piercie greater depravity than at his abandoned court.-Shafton, like most of the courtiers of his time, borrowed the tone of his stilted phrases) and the pathe. tic writer of Edward II. Lilly is called by Schlegel "a learned withing, but in no respect a poet;" and, speak, with some degree of dignity; and no man though he professes himself unable to conceive how Ben Jonson could have used the expression, "Mar. own actions might not exactly coincide with it. The lowe's mighty line," yet the flowing verse, the artless manner, the truth and simplicity that probably awakened "Rare Ben's" admiration, are far from thrown away upon one whose sensibility to poetic beauty is so delicate as Schlegel's. As for Jonson himself, it the rights of Shakspeare as our commentator, will let it throws off." The coloring of this picture, though one who tried by the most unworthy means to pluck the budding laurel from his brow, escape without undergoing the most rigid critical discipline. His day, or who allows the comedies of the time to be a fair success in that species of composition where the understanding comes in for the greatest share, and imagination and feeling are merely subordinate, is fully | Theatre) is at this moment before us; and turnallowed; but his pieces are prenounced deficient in soul—in that nameless something, which always continnes to attract and enchant us, for the very reason that it cannot be defined, but, like the irregular out. line of a chain of mountains, or the undefined glades of a forest, leads away the eye with images, whose German in his astonishment that the audacious rib. by Amédeé de Beauplan; The Young Cavalier, comgrace hardly disappears as they fade into indistinct. aldry, the moral scepticism, the most unblushing in-posed by C. E. Horn, and sung by Miss Hughes, and

tragic powers. He observes that his characterization, however, is better suited to serious satire than coad Notice.—This is no common work; and while gifted by nature with that light and easy raillery, of these plays still keep possession of the theatreas so much the more philosophic, as it is not the vehicle of any definite doctrine, but merely contains a general irony.

Of Beaumont and Fletcher, our critic speaks in warmer terms of praise. Without attempting to distinguish the hand of either in the works they avow edly composed together, or adopting the opinion of their contemporaries, which attributes boldness of imagination to Fletcher, and maturity of judgment to his friend, making the former the inventive genius, and the latter the directing and moderating critic. he does justice to the distinguished talents that were united in both. He points out the want of a profound seriousness of mind in their writings as the chief defect; and he thinks that the presence of that sagacity in art which observes a due medium in every he is, if not the ablest, certainly the most eloquent thing, and keeps constantly in view the modus in rebus denique fines of fancy and passion, (if the Latin term may be so applied) is all that, with their felicitous ease, and fecundity and flexibility of mind, is wanting, in a literary point of view, in their works. But hands of Schlegel; and those abominable plots which they contrived with so much ingenuity, as if the chief version of the critic.

It is in treating of the second period of the English gives fullest vent to the emotions excited by some of the most vaunted productions of the English theatre He traces briefly but vividly the effect of a grossly immoral court upon the stage, when the theatres after being closed for a period of thirteen years, were II. to the throne of his unhappy father. The influence "The prevailing gallantry," says Schlegel, "at the court of France was not without reserve and without a tenderness of feeling; they sinned, if I may so ventured to attack what was honorable, though his English played a part which was altogether unnatural to them. They gave themselves heavily up to levity; they everywhere confounded the coarsest licentiousness with free mental vivacity, and did not perceive that the sort of grace which is still compatian hardly be expected that so stout a stickler for ble with depravity disappears with the last veil which it be strongly drawn, can hardly seem too heavily charged to any one familiar with the memoirs of that presentment of the then condition of society. complete collection of these plays (Bell's British ing over the pages that have so entertainingly beguiled many an hour, and with all the fondness of early association for the celebrated names of "Home, sweet home,") from the opera of Anna Bo. Witcherly, Congreve, Farquhar, Vanbrugh, and their lena, as sung by Madame Pasta; La voiz de ce qu'on compeers, we cannot help uniting with the honest

It is abundantly illustrated with engravings, and ap- sume, thinks far better of Jonson's comic than of his rate degree of refinement. We cannot help uniting with Schlegel in the unmeasured contempt to be accorded to such a state of public taste, even while we playful ridicule; and he denies that he was at all know-what he seems not to be aware of-that some which, playing harmlessly around everything, is so though the last time one of the most characteristic much the more pleasing, from seeming to be the of the class (for wit and indecency combined) was mere effusion of gayety, and which Schlegel regards represented at the Park, it was only respect for those who played in the Inconstant that kept the audience from hissing it from the stage. It is a melancholy reflection that writings which contain so much witty observation and so many admirable touches of character. should have afforded the enemies of the drama the most powerful weapons with which to assail it; and yet, so long as they are allowed to be a part of the acting theatre, they almost justify the denunciations of those who condemn the stage as a school of depravity. They were compesed in an age when the English people had retrograded centuries behind the age of Shakespeare in real refinement, while they arrogated to themselves claims to a much higher state of civilization than in the age of Elizabeth. They were composed in an age when that sex-whose present condition and acknowledged influence in society is next to Christianity itself in effect in rendering the state of mankind superior to what it was two thousand years ago-seemed rapidly sinking into the same estimate in which they were held, when in the vaunted days of Athenian civilization they were but the toy and pastime of those, whose labors have made the human race their debtors. They breathe an impure spirit; they give a nauseous coloring to the heartsuch as even that bold interpreter of sensuality. Aristophanes, never approached in offensiveness. Let them perish in their impurity-not only to prevent the gangrene of grossness from extending further, but that in consigning those to merited oblivion who prostituted their abilities in rearing these lamentable memorials of their age, men may learn, that however the power of wit may be temporarily increased by exercising it for the amusement, and adapting its sallies to the taste of a Sybaritic Prince and his lewd associates,—the soul whose influence is to survive the grave must never sparkle in the breast of a parasite, but shine out from the bosom of one who looks beyond the countenance of a King or the faver of a coterie. The most undoubted proof of genius—that of being in advance of the age in which it has its birth—is wanting in these writers. They were but portrait painters of pitiful originals; and though the fresh vigor of their pencil at one time. and its felicitous ease at another, may have imparted consequence and grace to features essentially vulgar and contemptible, their delineations of character, are now as offensive to the eye of taste as the hoops and towering head-dresses of the women of quality, and the huge perukes, wide sleeves, and ribbon-knots of the fine gentlemen whose manners they depicted.

> We have perhaps delayed somewhat too long upon these two periods of the British stage: but our observations are comprised within the least possible limits that a just attention to the text (which we have endeavored closely to follow,) would allow.

The Music sent to us during the week, from Hewitt & Co.'s warehouse, is The Merry Swiss Girl; The Minstrel's Tear; The Mistletoe Bough; Can I again that look recall; all arranged for the guitar, by Otto Torp; Cielo a miei lunghi spasimi, an aria (1tis nothing more nor less than the well-known air of sime, a romance, of which the words and music are Desc, or lures it into recesses where it delights to decency of those writers could have been counte. Mine alone, a tyrolian air, by C. de Beriet.

PORTRY.

[FOR THE AMERICAN.]

"Glenara, Glenara, now read me my dream Have you seen Monsieur Sabert, Mr. Editor? don't mean the Fire King, but the necromancer? Do go—he is a love of a conjuror; and can change anything into anything else so quickly, that if they were beaux, one wouldn't have time to get tired of them. I do wish gentlemen would learn a little jugglery for variety's sake; it would make them so enchanting. Only think now of my sister Lessy having had a horrid dream, which none of the stupid men around us could interpret! and yet, so soon as we girls had put our heads together, and described it in rhyme to Mr. Sabert last night, the dear man at once gave the true meaning, as you may yourself see, good Mr. Editor, by reading our account of the vision with Mr. Sabert's interpretation below.

Your constant reader,

FIORKILLA.

DREAM.

Young Leabia slept. Her glowing cheek Was on her polished arm reposing, And slumber closed those fatal eyes, Which keep so many eyes from closing. For even Cupid, when fatigued
Of playing with his bow and arrows,
Will harmless furl his weary wings,
And nestle with his mother's sparrows.

And nestie with his mother's spartows.

Young Lesbia slept—and visions gay
Before her dreaming soul were glancing,
Like sights that in the moon-beams show,
When fairies en the green are daning.

And first, amid a joyous throng,
She seemed to move in feative measure,

With many a courtly worshipper,
That waited on her queenly pleasure.

And them—by one of those strange turns
That witch the mind so when we're dreamingShe was a planet in the sky,
And they were stars around her beaming.

Yet hardly had that lovely light,
(To which one cannot here help kneeling.)
Its radiance in the vault above
Been for a few short hours revealing:

When, like a blossom from the bough By some remonsless whirlwind riven, Swiftly upon its lurid path, "Twas back to earth like lightning driven.

Yet brightly still, though coldly, there Those other stars were calmly shining, As if they did non miss the rays That were but now with their own twining.

a mat were out now with meir own twining.
And half with pique, and half with pain,
To be from that gay chorus parting,
Young Lesbia from her dream awoke,
With swelling heart and tear-drop starting.

INTERPRETATION.

Had she but thought of those below,
Who thus were left with breasts benighted,
Till Heav'n dismissed that star to earth,
By which alone our hearts are lighted—

Or, had she recollected, when Each virtue from the world departed, How Horn, the dearest, came again, And staid to cheer the lonely-hearted:

Sweet Lesbia could not thus have grieved, From that could dazzling throng to sever, And yield her warm young heart again, To those that prize its worth forever.

MARRIAGES.

On Tuesday the 7th instanst, by the Rev. Joel T. Benedict, of hiladelphia, Erastos C. Benedict, Esq. to Miss Caroline 4. Bloodsood, both of this city.

M. BLOODGOOD, DOING IT INSCIP.

On the 30th of April, by the Rev. Dr. McAuley, James Mc
Navorton, M. D., of Albany, to Caroline, daughter of Archi-bald McIntyre, Esq. of this city.

In Syracuse, on the 1st inst., Lt. R. B. Marcy, U. S. A., to
Miss Mary Amelia Mark, daughter of the late Somi. Mark, of

At Cedar Point, the residence of Henry Sewall, Esq. St. Mary's County, Maryland, on the 25th ult. by the Rev. Mr. Carbery, Physics B. Key, Esq. of Prince George's County, Mary and, to Mise Maria L. Szwall, youngest daughter of the late aficholas Sewall, Esq. of the former place.

At Washington City, on Thursday evening, 25th uit. Thomas ENMANT BARTON, Esq. of Philadelphia, to Cora, only daughter Hon. Edward Livingston, Secretary of State.

DEATHS.

On Friday, 3d instant, after a short lliness, ELIZABETH, wift of Eleazer Lord, aged 39 years.

Monday morning, May 6, FRANCIS M. McKinley, in the 98th year of his age.

This morning, after a short illness, aged 68 years, Mrs. C. ERIUR, relict of the late Herman Hodiman. Her remains wi conveyed to Red Hook, Dutchess county, for interment.

Last evening, Lewis Edward, son of James F. Penniman aged 4 years and 1 month.

aged 4 years and I month.

At Walden, Orange county, N. Y. on the 29th April, at the house of his brother-in law, the Rev. W. H. Hart, Townsens Moore, Esq. in the 51st year of his age—late of this city.

At Dracut, Mrs. Molly Varnum, relict of the late Hon Joseph B. Varnum, 62 years. Mrs. V. was one of the many female worthies of the revolution. She aided her husband in getting men for the army, by her kind and encouraging solicitations, and clothed them with the sheets and blankets from her

Departed this life, at Circleville, Ohio, on Saturday, April 7, in ber 33d year, after a painful liness of a fortnight, THEODORA! P. HOPKINS, wife of Mr. R. H. Hopkins, Merchant. Mrs. H. had been a Member of the Protestant Episcopal Church from the age of 16; and, whilst known as the active, untiring supporter of her own peculiar communion, ahe was scarcely less so, in promoting the cause of Christ in general. With a mind of a superior order, greatly improved by cultivation; an activity of body, surprixing in one of her delicate frame, she added warmth of affection, and decision of character, which rendered her an ornament to her Christian profession, and a pattern to her sex. In the various relationships of wife, mother, sister, and friend. Though tried by her sufferings of years, her patience was unwearied; her childlike reliance on the love of her Heavenly Father, unshaken; and her prospect of eternally enjoying the blood-bought inheritance, unclouded. With a conviction or sin, the deepest; a reliance on the merits ofher Saviour the most confiding, she breathed out her spirit into the hands of her fathful Creator.

Reader: what she was, she was by grace.

Reader! what she was, she was by grace.



MECHANICS' MAGAZINE, AND

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To the Mechanics of the United States To the Mechanics of the United States.

—In this populous and enlightened country, almost every description of persons can obtain knowledge and amusement, connected with their peculiar pursuits, through the Medium of the Journal or Magazine especially devoted to their interests. The Theologian, the Farmer, the Philosopher, the Sportsman, and even the Plough-Boy, has each his journal, where he can find a record of the passing events of the day, connected with his peculiar avocations, and recreation. Hitherto, the Mechanics (who form a large and most important portion of the community) have had no Journal to which they could turn, with the certainty of finding that information they desire—no periodical, of which they could with confidence say,

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The "Mechanics' Magazine" will contain also a due portion of the occurrences of the month, Scientific and Literary, Reviews of Books, Anecdotes, Economical Receipts, Reports of the state of Mechanics' Institutions, and other Scientific Societies in this and other countries.

Scientific Societies in this and other countries.

\$\mathcal{2}\to \text{In order that the work might be produced to the entire satisfaction of those for whom it is designed, and with credit to myself, I have secured the aid of a gentleman who was for several years engaged in publishing the London Mechanics' Magazine—a work of great merit and extension, and which Dr. Berkbeck, the President of the London Mechanics' Institution pronounced as the most valuable gift the hand of science ever offered to the Artizan Each exceeding numbers till content of Argana handsome.

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* No 4 (for April) is just published and ready for de livery.

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Respectfully thy Ir.end,

Philetleiphia, February, 1833.

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HENRY R. CAMPBELL, Eag. PhRat, ml 19

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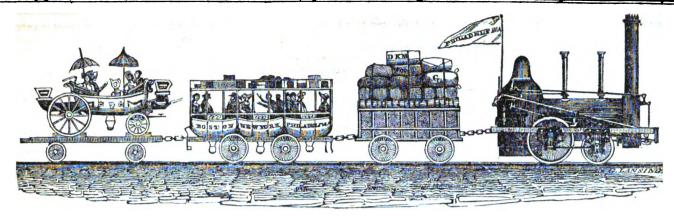
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5 cases each 1600 Sheets Colored Paper
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MERICAN RAILROAD JOURNAL, ADVOCATE AND INTERNAL \mathbf{OF}

PUBLISHED WEEKLY. AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE

D. K. MINOR, EDITOR.]

SATURDAY, MAY 18, 1833.

[VOLUME II.—No. 20.

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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, MAY 18, 1833.

UNDULATING RAILWAYS-It will be recollected by our readers that we some time since gave, from the London Athenaum, some account of a newly invented Railway. We are now enabled to give further particulars relative to it, from the April number of the Repertory of Arts and Inventions. Will some of our correspondents favor us with their opinion of the merits of the plan?

We commence in this number the publication of Mr. BABBAGE'S work on the " Economy of Manufactures," which will be continued from time to time until the whole is transferred to these two valuable papers, our information has our columns. It will be completed in the curcome to a conclusion which will be gratifying to the pride of every true lover of his native

NORWICH AND WORCESTER RAILROAD .understand that the returns have just been received from the engineers who surveyed the route of this road during the last season, and that they concur with previous surveys in showing the route to be extremely eligible for the construction of a railroad. The country through which this road is designed to pass is said to be densely populated, and very fertile, as well as one of the most extensive manufacturing regions of New-England. The distance from Norwich to Worcester is sixty miles, and, added to the Boston and Worcester road, makes the distance from Norwich to Boston about 103 miles. Liberal charters are obtained from Massachusetts and Connecticut, and the Connecticut Legislature has granted a bank with its stock free from taxation, and with a capital of **\$560**,000, to aid the railroad. The books of April, freight and passage, upwards of \$3600.

the railroad and the bank will be opened for subscription at Norwich, on the 29th inst.

QUINEBAUG BANK .- This bank was incorpo rated by the Connecticut Legislature in May, 1832, with a capital of \$500,000, to be located at the city of Norwich, in that state. The bank is required to subscribe to a part of the stock of the railroad from Norwich to Worcester; and in consideration of that subscription, the stock of the bank is to be exempt from taxation until the united capital of the bank and railroad shall pay six per cent. The bank is said to be eligibly situated for the transaction of business, and the route of the railroad very favorable and promising to be profitable. The books of this bank are to be opened at Norwich, Connecticut. on the 29th inst.

South CAROLINA RAILROAD .-- We understand (says the Charleston Mercury of May 7) that at an annual meeting, yesterday, of the stockholders of the South Carolina Canal and Railroad Company, the reports of the Direction and the Commissioner presented a most gratifying prospect of the speedy completion of this laudable enterprize, and afforded every reasonable encouragement to the stockholder of realizing a fair remuneration for their patriotic investments.

According to the deductions drawn from the data offered by the statements contained in State, and enable the historian to give her a pre-eminence amongst the foremost and most active in the introduction of this novel and delightful mode of intercourse.

In South Carolina the Locomotive travels over a great extent of Line of Railroad daily in consecutive miles, than is or can now be done in any part of the world. South Carolina ran an engine successfully and profitably on the railroad 18 months previous to any other state in the Union. The U.S. Mail and stage passengers were transmitted on it 9 months before any other company transported it on a railroad; and it is questionable if any extended line of communication of an efficient and permanent character, whether railroad, turnpike, or canal, has been executed in so short a time, or at a cost approximating so nearly to the original estimate. We understand that these documents are ordered to be published, and we shall take the first opportunity of laying them before our readers with such remarks as the

South Carolina Railroad.—We have been politely furnished with a copy of the Report made by the Directors to the Stockholders of the South Carolina Railroad, on the first Monday of the present month, from which we learn the present condition of that important work. It is our intention to give it entire in our next; but for the satisfaction of those who have felt a deep interest in its success, we give the following extract to show the regularity and certainty of the performance of the engines:

The performance of the West-Point during the 120 days has been as follows:

60 trips to Branchville, each 62 miles. is 3720 52 trips to Midway, each 72 miles, is 3744

Aggregate, - - 7464 (The West-Point lost 8 days occupied in repairs.)

The performance of the Phœnix during the 120 days has been as follows :

60 trips to Branchville, each 62 miles, amounting in all to nounting in all to 58 trips to Midway, each 72 miles, 4176, 4446

8184

(The Phœnix was employed every day du-

ring the 120.)
The total number of miles performed by the West-Point and Phœnix is 15,648, in 120 days. The number of passengers that arrived and

departed during the above period, (exclusive of attendants, officers of the company, clergy, contractor, and workmen, who had, during the progress of the work, passed free,) is 4109, or on an average 34 per diem. Cash receipts for freight and passage money, \$11,526 78. By a reference to the detailed statement marked (B.) and hereunto annexed, it will be observed that there has been an uniform increase in the passage and freight money. On referring to pre-vious cash receipts, I find the amount received the three first months of the present year to be greater than the amount received during the six last months of the past year. The opera-tions were chiefly confined to the transmission of passengers, staple production of the country, light merchandize, and materials to advance the completion of the work. Horses, cattle, vehicles for travelling, staves, shingles, and other commodities of less profitable transportation, were necessarily declined.

This road, in connection with the line of steam packets from New-York to Charleston, will add greatly to the facilities for travelling, occasion may require. The cash receipts for to those who, for pushess of a states. to those who, for business or amusement, wish To the Editor of the American Railroad Journal:

SIE,-Indulging the hope that you are willing to have the Railroad Journal a medium of instruction to common and unlearned men, as well as information to the scientific, I take the liberty to communicate, as well as I can, a few thoughts and inquiries which have frequently occupied my mind for three or four years past, on the subject of roads, carriages, and transportation, in the hope that some of the contributors to your valuable Journal, who are practical and scientific men, will do me the favor to notice them, and point out their errors. I live in the southern level region, where you know there are extensive districts of swamp, and where the getting of various descriptions of timber is the most considerable business. The men engaged in this business use, for the transportation of their timber out of the swamps to the places where they raft it, what they call "carry-logs," or very strong and heavy wheels six or seven feet high; and they tell me that without such large wheels they would scarcely be able to move their timber at all, through the mud and over the roots of the trees. Under these circumstances, then, I perceive that there is a very great saving or gain in the application of power by the use of wheels of large diameter; and a part of the reason is plain to the most common mind. I clearly see that the ease and the smoothness with which a wheel passes over any object, power, for suppose the wheel to be twenty feet whether a root of a tree, as in this case, or over diameter, and the speed designed for the cara pebble or a mud-hole, is in proportion to the riage to be thirty miles per hour, the revosize of the wheels, so that a wheel of 12 inches diameter would be entirely stopped by an obstacle 6 inches high, over which a wheel of 7 feet would pass with but a little addition of power, and one of 16 feet with a still smaller addition. I have also reflected on the effect of wheels of various descriptions in passing over sand, and conclude that the larger the wheel and the broader the tire, the less will its motion profitable on common roads is at this time be interrupted by sinking into the sand; and I am also inclined to believe, that the depth to which a wheel will sink into the sand will be very much as the motion, being least where the motion is greatest: but of this I am not so confident.

I perceive another advantage which a large wheel has over a small one, in the friction at the size or weight of the wheel. The size of the earth has advantages over a railroad. At the axle. This friction is not affected either by the axle depends upon the load, and the friction at more durable, than a railroad supported by the axle depends entirely upon the load which the axle bears, and the number of revolutions made by the wheel in a given time. There is the same friction at the axle, (the load, the axle, and the time, being the same,) in one revolution of a wheel three feet as of one twenty feet in diameter, and the friction is also probably the same at the road or periphery of the wheel, but the progress of the large wheel would be as twenty to three of the small one; and here I beg leave to make an inquiry. After the large and the small wheel have received their motion or momentum, so that each revolves in the same time, and each has the same load, will the large wheel require more power (saving the resistance of the atmosphere) to keep up its revolution, and its forward motion, than the small one, although the forward progress of the large one be in proportion to its circumference?

I have also often reflected upon the face of the country in this region, and upon the present

licharacter of the roads. tion is such a mixture of clay and sand, as would, if properly treated, form the most perfectly smooth roads, and if not injured by the shoes of horses, and by the vehicles which they draw, would be as solid as any transportation also passing the same track, wherever a small indentation happens from any cause, it soon becomes a deep scam or mud-hole, and so remains until the next season of repairing highways. In connection with this subject I read with interest whatever I find in the papers concerning steam locomotives, and particularly carriages for common roads, and having, as you see, arrived at a full conviction that, if there is any suitable propelling power, a great advan-tage will be gained by adopting large wheels, I have been quite disappointed in seeing no account of any trial being made of them in steam carriages. I confess this circumstance has led me to suppose that there must be some fallacy in the view which I have taken of it; and to have this supposition made a reality will be a favor, by preventing my mind from indulging the idea any longer, for, I assure you, it has Mr. Minor,—The inventor of the been led to some very high anticipations.

For steam carriages, large wheels, even to sixteen or twenty feet diameter, would have as it appears to me, great advantages over small ones, almost sufficient indeed to make a good road of earth equal to a railroad; their motion in passing over the road would be much more smooth and even. Another advantage would be in the application and regulation of the and 44 per minute; and if the piston moved at the rate of 21 miles per hour, its motion or stroke would be 30 inches, without any gearing to increase the motion of the wheels. But on this subject I should be exceedingly modest indeed, for I know very little of steam machinery, not even enough, I fear, to make myself understood. I am sorry to learn by the papers that the prospect of steam carriages becoming rather discouraging. It is certain, however, that they are used very efficiently, if not very profitably, on railroads, and particularly on such as are nearly straight and level.

There are few places, comparatively, requiring roads, where they can be made at the same time straight and level, and it appears difficult as yet to attain safely very great speed on winding railroad.

In this point, and in the use of large wheels and in the adhesion of the wheels, a road of wood, and require, comparatively, no repairs. inner space of the curve thin. It is evident that such roads must be entirely distinct from other roads, for horses must not be allowed to travel on them at all. It need not be objected to such wheels, that the carriages would be too elevated, and liable to upset, for all heavy lading, the furnace water, &c. might be suspended under the axle, as near to the ground as would be safe, and over a smooth road this might be very near indeed.

Neither would the weight of the wheels be any objection, at least on a level road, because the dimensions of the axle, and the strength and weight of all the other parts of the carriage, would be required no greater than with small wheels, and would be governed entirely by the lading they would have to support. The friction as compared with the distance gone over. wheel of 60 feet circumference and 9 inch tire would probably weigh a ton. Its adhesion would of course be greater, and its effect on the road would be to make it harder and smoother.

character of the roads. Occasionally roads I wished, but I have still one project to submit, pass over loose sand, but generally the founds- for which I take some credit, and one which is peculiarly adapted either to the kind of road and conveyance suggested above, or to a cheap railroad, as the whole distance may be made level. It is a road for steam carriages from Philadelphia, by the eastern shore of Maryland would require. But you know how horses tra- and Virginia, and passing Norfolk, Charleston, vel: they go the same track, and that is con-stantly loosened by their shoes; and the wheels of the Capes of Florida nearest to Havana; and Savannah, to some point on the west coast and to be thence connected with that city by a line of steamboats. I need not dwell on the subject, its value and practicability are apparent. It would greatly increase the intercourse between New-York and Havana, and thus add to the value of all the road stock south of your city. If well laid out, it would never have an injurious rival, and would increase in value rapidly, constantly, and indefinitely, as long as science and society shall continue to advance. The time is not distant when it would become one of the greatest thoroughfares of its length on the globe.

NEW-YORK GUARD RAIL.

NEW-YORK, May 7, 1833.

MR. MINOR,-The inventor of the Guard Rail makes quite a spirited defence of its merits. It was not in my remarks intended to "misrepresent" his principle, in calling in question the propriety of his claim, that its strength was that of the arch, for an arc is a part of a circle: an arch is an arc sustained by abutments, in architecture, and is strong only to resist pressure, and pressure is not tension-a straight line is not a curve.

If that gentleman himself misrepresented the principle of his improvement by calling it, instead of comparing it with an arch, it was an error that does not affect the experimental strength of his method.

That it does not contain the arch is evident from the practicability of making a different combination that will. Hence, if I embed a curved bar completely in the casting, so that its ends rest on a solid mass of iron as abutments, and its crown rises towards the surface of the middle of the rail, it is then effectively an arch of wrought iron enclosed in the casting, and though not a "guard" rail, will be a strong one. For the lower edge of the rail cannot draw apart unless the arch flattens, and this cannot occur unless it draw apart, and both must occur together before it breaks. The degree of strength beyond what the cast iron alone gives may be ascertained by experiment. On this plan the lower edge may be thick, and the

So also the curved bar may be inverted, and some comparison be made between these combinations.

But I confess that unless there be found some effect of our climate not experienced in England, my expectation is that rolled iron will make the cheapest rails.

Wishing every improvement to have due recompense, and knowing that they do generally receive it, I could not see the good policy, propriety, or occasion, for running down, in order to enhance his, the art of railroad making as now in practice in England and in this counat the axle would therefore be greatly reduced, try. It would be a painful discovery to many as compared with the distance gone over. A stockholders, were it matter of fact that timber railways will not last over "five years."

When this was said on the authority of one case, in which the bad choice of timber may bad would be to make it harder and smoother. have been the cause, and the argument founded. This communication is already longer than in an effect, which I knew was easily guarded.

this surprising and groundless denunciation of a material, which must be extensively used in our country for many years to come, unless railroads are relinquished.

The condition of our country is very different from that of England. There a dense population and very active trade demands permanency on their railways, and the revenue can afford the cost, but if we were to wait till we could afford an equally substantial work as the have waited till Montreal, Baltimore, and Philadelphia, will have engrossed the western trade. We must adapt means to ends.

It seems to me that the ingenuity of American engineers should be directed to making capital roduce the greatest useful effects for the next thirty years. Men of calculation will put money into works that will give interest and lay up one per cent. for a renovating fund, knowing that the growth of the country, the reaching and opening the objects of the work, will give value to the *privilege of the route*, and enable them at the end of thirty years to deem it worthy of the most substantial superstructure.

While, therefore, there can be no objection to improvements which relate to durability, to expect that we shall be able to make very costly railroads on long routes is unreasonable. Our best skill will be better employed in devis-

ing economy of mode and execution.

When we see inventors offering in support of their claims the anonymous testimony of engineers and professors, it prompts the wish that there was here, as in London, an Institute of Civil Engineers, who would investigate every new invention, and give them, when meritorious, an open support.

J. L. Sullivan. ous, an open support.

[For the American Railroad Journal.]

MR. EDITOR,—In your Journal of the 27th of April a communication appeared, the author of which distinguished it by the letters U. A. B., containing strictures on the "Guard Rail," together with extracts from publications alluding to the distinctive qualities of wrought iron rails. In the course of my remarks I shall show, that U. A. B., if sincere in his statements, is not only actuated by erroneous impressions, but that his statements manifest a want of consistency in allusion to the subject, and a want of consistency compared with a previous statement on the same side of the subject, made by Mr. S., which was also published in this Journal. Both of those statements, however, were made, without either of the parties having examined a specification of the improvement, or without examining as to the practical results effected in the manufacture of the "Guard Rail." It is, therefore, not surprising, that men thus situated should advance wrong ideas, when some of the most eminent engineers in this country would not hazard an opinion of its merits, even after minutely examining the it may be asked, is that "force" alluded to by specification and models, but required to examine rails in full size for use; and after such rails were made and examined, the castings composing those rails were *not* of a doubtful||fact, that contraction and expansion were *une*nature, but were perfect, and were approved of qual in reaching equal temperatures, he seems to the extent of my wishes.

In the last number of this Journal I adverted to interested advocates of specific objects: among those specific objects are wrought iron shreds in the form of wire without "tearing it asunder, but it may be drawn to slender rails, also wooden rails, and that such interest it asunder." Hence, in practice, in the formalist asunder. Hence, in practice, in the formalist asunder. Hence, in practice, in the formalist asunder. Hence, in practice, in the formalist asunder. Hence, in practice, in the formalist asunder. Hence, in practice, in the formalist asunder. Hence, in practice, in the formalist asunder. Hence, in practice, in the formalist asunder. Hence, in presente of the wheels. This is a support to the wheels. This is a support to the wheels. In the presente of the wheels. This is a support to the wheels. This is a support to the wheels. In the provided with providing the provided with providing the provided with providing the provided with providing the provided with providing the provided with providing the provided with providing the provided with providing the providing the provided with providing the providing the provided with providing the providing the provided with providing the providing the providing the provided with the providing the p extent in Europe than in this country.

Both the communications to which I have alluded, that of Mr. S., as also that of U. A. B., ance as if it were made entirely of cast iron.

U. A. B. in his communication also stated

U. A. B. in his communication also stated

against, it became a duty to protest against | neers; therefore, in point of consistency, to ||for rails, they were formed by combining which I alluded, we should at least presume they would agree, particularly on points of theory, on a subject which they assume to understand, if they did not in their thoughts on practical results.

If they will examine each other's statements below quoted, where each describes the effect in his opinion produced, each disagreeing with Liverpool road, not 30 but 300 miles, we shall the other, they will discover that both are wrong in theory and in practical results.

I allude particularly to those sentences in their communications which described their views of the effect produced when pouring melted metal around a bar of wrought iron: where the one gives reasons why it will be "loose in the bore," and the other gives reasons why it will be so closely bound in the ore, or orifice, that it may tear the rod asunder by contraction, as follows: Mr. S. stated cold bar of wrought iron, the latter expands, and on cooling contracts, and the cast iron in cooling shrinks, leaving it loose in the bore towards the centre of the mass. All depends, then, (he adds,) on this subsequent operation and the quantity of heading produced by per-

On the same point in the statement by U. A. B., after premises relative to difference in contraction and expansion at different degrees of temperature, in allusion to melted metal flowtemperature, in allusion to melted metal flow-tion of metal of equal weight used separately, ing around a bar of wrought iron, the following he remarked that it seems to be impossible. I, appears: "The wrought iron bar (he states) will be strained longitudinally, and the cast iron which incloses it compressed longitudinally, when the rail is not subjected to any extraneous force; hence (he adds), the wrought iron bar may be nearly or quite torn asunder without any extraneous force being applied to the rail."

With a view to show the error of both of those statements, and in the first place so far as relates to the theory of the case, I will state the well known maxim, that effect cannot be produced without cause; and if we apply that maxim to metals affected by heat, and again, if we admit the stated-to-be fact, that contraction and expansion of wrought iron and of cast iron are equal at equal temperatures, then, if heated iron be placed in contact with cold iron, the one will, of course, impart, and the other imbibe heat, until the temperature of both become equal; thus, when equal in temperature, they will be equally expanded, and if equally cooled, contraction will be equal. Where, then, U. A. B., which, as he states, may tear a wrought iron bar nearly or quite asunder, and that, too, while in its heated state. Even if it were a to have overlooked the fact that a heated wrought iron rod may not only be "strained longitudinally without nearly or quite tearing iron be covered with a casing of cast iron, an he will find that Mr. Wood is not author of the eighth of an inch or an inch in thickness, I find above stated remarks: he will find that the the rail to be as perfect in its exterior appear- remarks were made by Mr. G. Stevenson, of

question, and the authors of them both engi. " that soon after malleable iron was first used able, engineers and authors, who stated their

wrought and cast iron, and the invention patented. If he (Mr. Bulkley) had been aware of this, I (he adds) should have expected him to have shown in what way his rail differs from any which has been tried." In reply to this I will state that I was aware of that, and various other attempts at making rails, and have in proper place, in my specification, stated wherein it differs from all other rails. It differs in theory, in principle, in effect, and in practicability. The principal object of the invention to which he alludes was that of the formation of a wrought iron rail containing notches upon its upper surface, and over these notches a plate of cast iron about three-fourths of an inch downward on the upper surface was applied, with a view to attain a hard cast iron surface for the wheels to run upon; the cast iron plate, as might naturally have been expected, broke loose among those notches, and defeated the object: the main part of the rail, the two sides and lower surface, were of wrought iron unpro-tected frem corrosion: whereas the "Guard der by contraction, as follows: Mr. S. stated Rail" presents a firm hard cast iron surface that "when melted iron is poured around a for the wheels to run upon. The wrought iron guard is incased within the cast iron, thereby protected from corrosion, it passes from end to end through the lower edge of the cast iron, secures the cast iron on the principle of the abutments to an arch, thereby tending to prevent a fissure from commencing in the cast iron.

U. A. B. in his communication alluding to my having stated that by the combination of netals in forming the "Guard Rail," perhaps four-fold of that description of strength necessary in the construction of safe and permanent rails could be attained than by either descriphowever, do think it possible, keeping in view that the "Guard Rail" is to require supporters from six to nine or ten feet apart; and is to present a cast iron surface, which will probably last fifty or a hundred years or more; whereas Tredgold in his Treatise, when adverting to the distinctive qualities of wrought iron, mentions the disadvantage resulting from a renewal of wrought iron rails every fifteen or sixteen years. Another of its qualities is that by this combination no fissure can commence in the lower edge of a rail, without drawing the wrought rod endwise; and even if from any cause the cast iron part of a rail should become cracked. the strength of the wrought iron rod alone, in the lower edge of the rail, is sufficient to sustain the rail in place for use.

As to the comparative compressing force of east and of wrought iron, to which he alludes, I deem it to be matter of no consequence: there will be no danger of the upper edge of a cast iron rail yielding to compression, whereas wrought iron rails, as appears by publications in England, do so far yield to compression as to take a set curve when overstrained, even when placed on foundations only three feet apart.

In allusion to the destructive quality of wrought iron rails, as stated by numerous authors and engineers, to be "partly in consequence of the great weight of the wheels, which, being rolled upon the rails, extends the laminæ composing their upper surfaces, and at length causes those upper surfaces to break up in scales," U. A. B. stated that Mr. Wood, in the second edition of his Treatise on Railroads, page 45, speaks thus, "It has been said by some engineers, that wrought iron rails exfoliate, or separate in their laminse, in that part which is exposed to the pressure of the wheels. This Newcastle. This abrupt denial of Mr. Stevenson, in the face of numerous, no doubt respect-

credit of his statements. If Mr. Stevenson had have remarked that such was not the effect produced in the rails he had examined, a query might have been made as to the extent of weights rolled upon the rails he had examined; for on many roads in England rails are made for light loads, perhaps a ton or less—others for loads of ten tons or more. It would be folly indeed to presume a like effect to be produced on both descriptions of rails; those engineers who were so abrubtly opposed by Mr. Stevenson, confined their observations to rails upon which "great weights" were rolled, and their views, as stated, seem perfectly consistent with the nature of wrought iron.

As to that part of the communication of U. A B. which alludes to the liability of wrought metal to decay and become weakened by crusts of rust, when laid near the surface in damp situations, I refer to the American Railroad Journal dated 4th of May, inst. where that part of the subject is stated at length, accompanied by extracts from publications, in a communication written on the subject of the "Guard Rail."

The most singular remark in the communication of U. A. B. is as follows, in which he states "Sufficient experiments and observations have not yet been made to determine, exactly, how much faster cast iron is worn away by the action of the wheels on the rails, than wrought iron; but it seems that cast iron wears off about five times as fast as wrought iron." A man who would pen a sentence of the above description, for public inspection, might excuse himself by saying he was unacquainted with the nature of metals. It is generally well known that malleable iron is comparatively so soft that a common file will reduce it to fragments; whereas cast iron, particularly if cast on a chill, is of consistency nearly, or quite equal in hardness, to steel, upon which a file seems to make no impression.

On this part of the subject, Wood, in his Treatise on Railroads, first American and second English edition, page 147, remarks, "It is considered of paramount importance in the construction of a railroad, to form it of such materials as combine strength and durability with economy; cast iron, while its hardness presents a surface that opposes little obstruction to the wheels of the carriages, forms a substance which is also very durable, and resists the action of the wheels with great effect; and adds, "its brittleness forms the only source of reasonable objection." This brittleness, the reasonable objection." This brittleness, the only objection, as he states, is obviated by the wrought fron rod, as applied in the "Guard Rail," obviated to the satisfaction of all who examine it. I could add many pages of quotations from publications by celebrated authors, establishing the same point, above alluded to by Mr. Wood but the nature of the case is too palpable to be misunderstood by men of understanding.

In allusion to the description of the principle on which the "Guard Rail" is predicated; a description of it as now made in full size for use, experiments of applying weights on rails, with foundations eight feet apart, together with several quotations from publications, showing the comparatively destructive qualities of wooden rails, and of wrought iron, persons interested in the subject are referred to the "American Railroad Journal, and Advocate of Internal Improvements," New-York, Vo. 14. Vol. 2, No. 18. and Vol. 2, No. 19. Vol. 2.

It is matter worthy of inquiry as to how much this country might be benefitted by the manufacture of rails for its use, and perhaps eventually for exportation: millions are now sent to England for the purchase of an inferior metal in the form of rails; while at the same time in this country, even in the State of Pennsylvania alone, permanent rails mi ht be manufactured to furnish a supply for al the numerous railroads in progress, and in contemplation. I am informed from two differer t sources, that in the interior of Pennsylvania, the actual cost of manufacturing pig iron, aside from profit, is in

views from observation, goes not much to the teen dollars per ton; if, therefore, companies fore described, and the wheel would continue who have their millions to expend for rails, would take advantage of this, after becoming satisfied of the many superior qualities of the "Guard Rail," as admitted by good judges, they would be enabled to construct permanent rail-roads, with a saving of perhaps one third of the capital now required for constructing roads, with rails that will require renewing in a comparatively short time. A method has been devised for moulding "Guard Rails," by which a single man could probably set moulds for casting a hundred rails a day: the object being to manufacture rails at the blust furnaces, and to convert iron at the furnace into the form of rails, with but a trifling additional expense to that of converting it into masses denominated pig iron. To persons interested in the subject any reasonable inquiries will be answered with pleasure. I am, respectfully, yours, &c.
R. Bulkley.

> Improved Carriage Wheel Guard. [Communicated by the Inventor for the Mechanics' Magazine.]

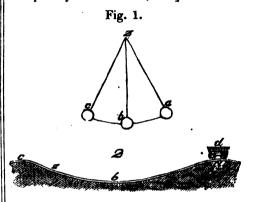
MIDDLEBURG, Md. May 10, 1833. Sir,—Having been informed that your paper is exclusively devoted to the publication of all new and important information connected with discoveries in mechanics, I have taken the liberty of inclosing you a description of my "Carriage Wheel Guard," an apparatus for which I have received "Letters. Patent" from the Government of the United States. With this apparatus attached to wheeled carriages of all kinds, there is perfect safety and security from the occurrence of accident in case any derangement should take place in the running part. The great advantages to be derived by the travelling portion of the community, from the general introduction of this "Carriage Wheel Guard," must be obvious to the most super-Respectfully yours, ficial observer.

W. Zallickoffer, M. D. a circular collar, and a semi-circular cap. The axle-tree and wheels are made in the usual manner. The cylindrical flanged rim of iron, is either cast whole with the hub, or in sections, and screwed to its periphery in a groove, having two flanges, one on each side, raised sufficiently high to form a groove to receive the collar. The guards are made of iron, nearly in the form of the letter Z, and secured to the axle-tree by a joint and screw bolt. To each axle-tree there are four guards, two on each side. The circular collar, made of iron, is secured to the ends of the guards, and is put around the cylindrical rim in the groove formed by the flanges. A semicircular cap, secured to the guards by hooks and staple, is put over the hub to prevent dirt falling in the groove around the rim. There are three other modes of applying the same principle described in the specification, which it is, perhaps, unnecessary here to notice, as they are not as likely to answer the purpose quite as well as the present described apparatus.

OPERATION .- The operation is thus:-When the axle-tree is whole, and the linch pin, or nut, secure, then the wheel turns without touching any part of the guards or collar; but should the spindle of the axledisengaged, then the wheel would be prevented from falling by the cylindrical collar nufacturing pig iron, aside from profit, is in on the ends of the guards put around the descent would also impel it up the second many instances as low as fifteen to seven hub, between the flanges of the rim, as be-hill as far as z, unassisted by any locomotive

to revolve, without any impediment except that created by the friction of the collar and rim. Should the axle-tree break at the shoulder of the spindle, or in any other part, the wheel will still be preserved in its ordinary position, but will become partially locked from the friction of the collar.—For a further illustration of my invention, I refer to the model and drawings of the same, deposited in the Patent Office, and to those (if more convenient) in my possession also.

Specification of a Patent granted to Richard Badnall, Junr. of England, for inventing a Propelling Power to enable Engines to ascend Hills on Railroads. [From the Repertory of Inventions, &c.]



My improvement in the construction or formation of the trams or rails, or lines of rail or tram roads, will be best illustrated by reference to the oscillation of a pendulum.

If a plummet, suspended by a string, as fig. 1, from the point z, be drawn away from the perpendicular line to the point a, and there W. Zallickoffer, M. D. let go, it will fall by its gravity in the arc, Description.—This apparatus consists of a b, but in its falling it will have acquired so cylindrical flanged rim of iron, guards, much momentum as will carry it forward up to a similar altitude at the point c.

Let it be supposed that a line of rails or tram-way for carriage be so constructed from the summit of two hills, as fig. 2, across a valley, that the descent from one hill, as a, to the valley b, shall subtend a similar angle up the other hill, from the horizontal line to the ascent up the hill, from b to c. Now, if a tram waggon, as d, be placed at the summit of the declivity a, it will, by its gravity alone, run down the descending line of rails to the lowest point b; but in so running, according to the principle of the oscillating pendulum, it shall have acquired a momentum that would carry it forward without any additional force, up the ascending line, to the summit of the hill, c, being at the same altitude as the hill, a. It is quite certain that this would really take place if the force acquired by the momentum was not impeded by the friction of the wheels of the carriage upon their axles, and upon the rails on which they run.

Hence subtracting the amount of friction a retarding force from the momentum which the carriage has acquired in descending from a to b, it will be perceived that the force of momentum alone would only impel the carriage part of the way up the ascent b c, say as far as z. It must now be evident tree break, or the linch-pin or nut become that the carriage d would not only pass down the descending line of road from a to b by its gravity, but the momentum acquired in the

riage to the top of the second hill, I have comes to us with a Greek name. only to employ such an impelling force as would be sufficient to draw it from z to c. It I employ a locomotive power to assist in impelling my carriage from a to b, I by that means obtain a greater momentum than notion of the grandeur and beauty of build of animals, has a property of conducting heat riage by gravity alone; and am enabled by that means to surmount the hill c, having travelled the whole distance from a to c on the undulating line of road, with the exertion horizontal plane.

I claim as my invention the form of tram or rails, or lines of tram or rail road, in such undulating curve or curves as will enable me, in ascending hills, to combine and apply the advantages of momentum from gravity acquired in running down the descending curves of hills, with the propelling power of locomotive engines to be employed thereon, not confining myself to any particular extent of line or form of curve, but varying and adapting the curve or curves according to the surface of the country, or other local circumstances.

In witness, &c.

ARCHITECTURE. - Without entering deeply into the subject of Architecture, we propose to devote a portion of our succeeding pages to the explanation of the general and fundamental principles upon which this highly interesting and beautiful science depends.

The science of Architecture has at all times, and in all civilized countries, been considered not only a pleasing but a highly

useful branch of knowledge.

The great utility of this science, and the elegant accomplishments connected with its study, have almost rendered a knowledge of its rules and principles necessary to complete a liberal education. But it is not our intention to bestow encomiums on the science, nor to give any thing like a detailed history of it, but to present our readers with a plain and condensed account of what may be termed its elementary principles.

Architecture is usually divided, with respect to its objects, into three branches, civil,

military, and naval.

Civil Architecture, called also absolutely and by way of eminence, Architecture, is the art of contriving and executing commodious buildings for the uses of civil life; as houses, temples, theatres, halls, bridges, colleges,

porticoes, &c.

Architecture is scarcely inferior to any of the arts in point of antiquity. Nature and necessity taught the first inhabitants of the earth to build themselves huts, tents, and cottages; from which, in course of time, they gradually advanced to more regular and stately habitations, with variety of ornaments, proportions, &c. To what a pitch of magnificence the Tyrians and Egyptians carried Architecture, before it came to the Greeks, may be learned from Isaiah xxiii. 8. and from Vitruvius's account of the Egyptian Oeci; their pyramids, obelisks, &c.

Yet, in the common account, Architecture should be almost wholly Grecian original: three of the regular orders or manners of building are denominated from them, viz. Corinthian, Ionic, and Doric: and there is

In order, the reforeto raise the car-||scarcely a single member, or moulding, but||cian and Roman style, although derived from

Be this as it may, it is certain the Romans, from whom we derive it, borrowed what they had entirely from the Greeks; nor do they seem, till then, to have had any other would result from the descent of the car- ings, beside what arises from their magni- very imperfectly; and hence it has the effect tude, strength, &c. Thus far they were unacquainted with any other beside the Tuscan.

its glory: Tiberius neglected it, as well as of much less locomotive power than would the other polite arts. Nero, amongst a heap when in a cold atmosphere, to escape faster have been requisite to have impelled the car-riage the same distance upon a perfectly passion for building; but luxury and disso-non-conductor, intercepts it, and keeps it luteness had a greater share in it than true confined. Man is endowed with culties magnificence. Apollodorus excelled in Architecture, under the emperor Trajan, by covering similar to that with which nature which he merited the favor of that prince; has provided other animals. Clothes are and it was he who raised the famous Trajan generally composed of some light non-concolumn, existing to this day.

After this, Architecture began to dwindle again; and though the care and magnificence of Alexander Severus supported it for some body cool, and in winter warm. Woollen time, yet it fell with the western empire, and substances are worse conductors than those sunk into a corruption, from whence it was not recovered for the space of twelve centu- more effectually intercepts heat than a linen

The ravages of the Visigoths, in the fifth century, destroyed all the most beautiful more effectually. monuments of antiquity; and Architecture thenceforward became so coarse and artless, that their professed architects understood blue, green, yellow, and white, be thrown on nothing at all of just designing, wherein its the surface of snow in clear daylight, but whole beauty consists: and hence a new manner of building took its rise, which is the black cloth will quickly melt the snow called the Gothic.

Charlemagne did his utmost to restore Architecture; and the French applied themselves to it with success, under the encouragement of H. Capet: his son Robert succeeded him in this design, till by degrees the modern Architecture was run into as great an excess of delicacy, as the Gothic had before done into massiveness. To these may be added, the Arabesk and Morisk or Moorish Architecture, which were much of a piece with the Gothic, only brought in from the south by the Moors and Saracens, as the former was from the north by the Goths and Vandals.

The architects of the 13th, 14th, and 15th century, who had some knowledge of sculpture, seemed to make perfection consist altogether in the delicacy and multitude of ornaments, which they bestowed on their buildings with a world of care and solicitude, though frequently without judgment or taste.

In the two last centuries, the architects of Italy and France were wholly bent upon retrieving the primitive simplicity and beauty of ancient Architecture; in which they did not fail of success: insomuch, that our churches, palaces, &c. are now wholly built after the antique. Civil Architecture may be distinguished, with regard to the several periods or states of it, into the antique, ancient, gothic, modern, &c. Another division of Civil Architecture arises from the different proportions which the different kinds of buildings rendered necessary, that we might have some suitable for every purpose, according to the bulk, strength, delicacy, richness, or simplicity required.

Hence arose five orders, all invented by the ancients at different times, and on different occasions, viz. Tuscan, Doric, Ionic, Corinthian, and Composite. The Gothic Architecture may also be mentioned here, Architecture may also be mentioned here, the company have arrived at the latter place. for it is perfectly distinct both from the Gre-

the latter. [To be continued.]

CLOTHING, NATURAL AND ARTIFICIAL. The covering of wool and feathers, which nature has provided for the inferior classes of keeping the body cool in hot weather, and warm in cold weather. The heat which is Under Augustus, Architecture arrived at produced by powers provided in the animal economy within the body, has a tendency, which enable him to fabricate for himself ducting substances, which protect the body from the inclement heat or cold of the external air. In summer, clothing keeps the composed of cotton or linen. A flannel shirt or a cotton one; and whether in warm or in cold climates, attains the end of clothing

If several pieces of cloth, of the same size and quality, but of different colors, black, especially in sunshine, it will be found that beneath it, and sink downwards. The blue will do the same, but less rapidly; the green still less so; the yellow slightly; and the white not at all. We see, therefore, that the warmth or coolness of clothing depends as well on its color as its quality. dress, or one of a light color, will always be cooler than one of the same quality of a dark color, and especially so in clear weather, when there is much sunshine. A white and light color reflects heat copiously, and absorbs little, while a black and dark color absorbs copiously and reflects little. From this we see that experience has supplied the place of science in directing the choice of clothing. The use of light colors always prevail in summer, and that of dark colors in winter.

The scheme authorized by an act of the last session for forming the CAPE FEAR AND YAD-KIN RAILBOAD, is abandoned by the subscribers in Wilmington and its vicinity. Dr. Wm. P. Hort, one of the Commissioners for receiving subscriptions to it, informs the subscribers that he is now ready to pay them back the money deposited on their shares, after deducting 12 per cent. for disbursements, the inhabitants of the western counties having failed to subseribe a cent towards effecting the proposed

The proposed Central Railroad, also authorized by an act of the same body, may also be considered as abandoned for the present. hope, hereafter, when Mr. Clay's land bill shall become a law, that both schemes will be effected. At present there is too little capital and public spirit in North Carolina, unaided by Government, to effect any great scheme of in-ternal improvement. In the mean time, we trust that enterprising individuals will continue to prosecute and complete smaller works.-[Raleigh Register, May 7.]

Pensacola Canal.—The route of the proposed call nal from Mobile to Pensacola has been surveyed, and

Barton's Medical Botany, vol. 2, p. 14.

BABBAGE

ON THE

ECONOMY OF MANUFACTURES.

INTRODUCTION.

The object of the present volume is to point out the effects and the advantages which arise from the use of tools and machines; to endeavor to classify their modes of action; and to trace both the causes and the consequences of applying machinery to supersede the skill and

power of the human arm.

A view of the mechanical part of the subject will, in the first instance, occupy our attention, and to this the first section of the work will be devoted. The first chapter of the section will content some remarks on the general sources from whence the advantages of machinery are derived, and the succeeding nine chapters will contain a detailed examination of principles of a less general character. The eleventh chapa less general character. ter contains numerous subdivisions, and is important from the extensive classification it affords of the arts in which copying is so largely employed. The twelsth chapter, which completes the first section, contains a few suggestions for the assistance of those who propose visiting manufactories.

The second section, after an introductory chapter on the difference between making and manufacturing, will contain, in the succeeding chapters, a discussion of many of the questions which relate to the political economy of the sub-ject. It was found that the domestic arrangement, or interior economy of factories, was so interwoven with the more general questions that it was deemed unadvisable to separate the two subjects. The concluding chapter of this section, and of the work itself, relates to the future prospects of manufactures, as arising from

the application of science.

SOURCES OF THE ADVANTAGES ARISING FROM MACHINERY AND MANUFACTURES.

1. There exists, perhaps, no single circumstance which distinguishes our country (Eng. land) more remarkably from all others, than the vast extent and perfection to which we have carried the contrivance of tools and machines for forming those conveniences, of which so large a quantity is consumed by almost every class of the community. The amount of patient thought, of repeated experiment, of happy exertion of genius, by which our manufactures have been created and carried to their present excellence, is scarcely to be imagined. If we look around the rooms we inhabit, or through those storehouses of every convenience, of every luxury that man can desire, which deck the crowded streets of our larger cities, we shall find in the history of each article, of every fabric, a series of failures which have gradually led the way to excellence; and we shall notice in the art of making even the most insignificant of them, processes calculated to excite our admiration by their simplicity, or to rivet our at-

tention by their unlooked-for results.

2. The accumulation of skill and science which has been directed to diminish the difficulty of producing manufactured goods, has not been beneficial to that country alone in which it is concentrated; distant kingdoms have parti-cipated in its advantages. The luxurious na-tives of the East,* and the ruder inhabitants of the African desert, are alike indebted to our looms. The produce of our factories has preceded even our most enterprising travellers.†
The cotton of India is conveyed by British ships round half our planet, to be woven by British skill in the factories of Lancashire: it is again set in motion by British capital; and, transported to the very plains whereon it grew, is re-purchased by the lords of the soil which gave

it birth, at a cheaper price than that at which their coarser machinery enables them to manufacture it themselves.*

3. The large proportion of the population of this country, who are engaged in manufactures, appears from the following table, deduced from a statement in an Essay on the Distribution of Wealth, by the Rev. R. Jones:

For every hundred persons employed in Agri culture, there are,

Agriculturists. Non-Agriculturist In Italy In France 100 50 In England -100 200

The fact that the proportion of non-agricultural to agricultural persons is continually in-creasing, appears both from the Report of the Committee of the House of Commons upon Manufacturers' Employment, July, 1830, and also from the still later evidence of the last census, from which document the annexed table of the increase of population in our great manufacturing towns has been deduced.

Increase of population per cent. :

	1901	1814	1821	Total.
Names of Places.	to	to	to	1801 to
	18 11.	1821.	1831.	18 3 1.
Manchester,	22	-40	47	151
Glasgow,	30	46	38	161
Liverpool,†	26	31	44	138
Nottingham,	19	18	25	75
Birmingham,	16	24	33	90

Thus, in three periods of ten years each, during each of which the general population of the country has increased about 15 per cent., or nearly 51 per cent. upon the whole period of thirty years, the population of these towns has, on the average, increased 123 per cent. After this statement, the vast importance to the well-being of this country, of making the interests of its manufactures well understood and attended to, needs no farther argument.

4. The advantages which are derived from

machinery and manufactures seem to arise principally from three sources, viz.: The addition which they make to human power; The eco-nomy they produce of human time; The con-version of substances apparently common and

worthless into valuable products.

5. Of additions to human power. spect to the first of these causes, the forces derived from wind, from water, and from steam, present themselves to the mind of every one; these are, in fact, additions to human power and will be considered in a future page: there are, however, other sources of its increase, by which the animal force of the individual is itself made to act with far greater than its unas. sisted power; and to these we shall at present confine our observations. The construction of palaces, of temples, and of tombs, seems to have occupied the carliest attention of nations just entering on the career of divilization; and the enormous blocks of stone moved from their native repositories to minister to the grandeur or piety of the builders, have remained to excite the astonishment of their posterity long after the purposes of many of these records, as well as the names of their founders, have been forgotten. The different degrees of force necessary to move these ponderous masses will have varied according to the mechanical knowledge of the people employed in their transport and that the extent of power required for this purpose is widely different under different circumstances will appear from the following ex-periment, which is related by M. Redelet, Sur l'Art de Batir.

A block of squared stone was taken for the subject of experiment:

Weight of stone - 1080lbs 2. In order to drag this stone along the floor of the quarry, roughly chiselled, it required a force

* At Calicut, in the East Indies, (whence the cotton cloth called called derives its name,) the price of labor is one seventh of that in England, yet the market is supplied from British looms.

† Liverpool, though not itself a manufacturing town, has been placed in this list, from its groat connection with Man-chester, of which it is the port.

3. The same stone dragged over a floor of planks, required -

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4. The same stone placed on a platform of wood, and dragged over a floor of planks, required ANA

5. After soaping the two surfaces of wood which slid over each other, it required -

6. The same stone was now placed upon rollers of three inches dismeter, when it required to put it in motion along the floor of the quarry

7. To drag it by these rollers over a wooden floor

8. When the stone was mounted on a wooden platform, and the same rollers placed between that and

a plank floor, it required -From this experiment, it results that the force necessary to move a stone along the roughly chiselled floor of its quarry is nearly two-thirds of its weight; to move it along a wooden floor, three-fifths: by wood upon wood, five-ninths; if the wooden surfaces are scaped. one-sixth; if rollers are used on the floor of the quarry, it requires one-thirty-second part of the weight; if they roll over wood, one-fortieth; and if they roll between wood, one-fiftieth of its weight. At each increase of knowledge, as well as on the contrivance of every new tool, human labor becomes abridged. The man who contrived rollers invented a tool by which his power was quintupled. The workman who first suggested the employment of scap, or grease, was immediately enabled to move, without exerting a greater effort, more than three times the weight he could before.*

6. The economy of human time is the next advantage of machinery in manufactures. So extensive and important is this effect, that we might, if we were inclined to generalize, embrace almost all the advantages under this single head; but the elucidation of principles of less extent will contribute more readily to a knowledge of the subject; and, as numerous examples will be presented to the reader in the ensuing pages, we shall restrict our illustra-

tions upon this point.

As an example of the economy of time, the use of gunpowder in blasting rocks may be noticed. Several pounds of that substance may be purchased for a sum acquired by a few days labor; yet when this is employed for the pur-pose alluded to, effects are frequently produced which could not, even with the best tools, be accomplished by other means in less than ma

ny months. 7. The art of using the diamond for cutting glass has undergone, within a few years, a ver important improvement. A glazier's apprentice, when using a diamond set in a conical fer rule, as was always the practice about twent years since, found great difficulty in acquirin the art of using it with certainty, and at the end of a seven years' apprenticeship many were found but indifferently skilled in its employmen. This arose from the difficulty of finding the present the end of the present the control of the present the present the control of the present the cise angle at which the diamond cuts, and guiding it along the glass at the proper inclin tion when that angle is found. Almost t whole of the time consumed, and of the gla destroyed, in acquiring the art of cutting glass may now be saved by the use of an improv tool. The gem is set in a small piece of square brass, with its edge nearly parallel to one so of the square. A person skilled in its use no files away one side of the brass, until, by tri he finds that the diamond will make a clean c when guided by keeping this edge press against a ruler. The diamond and its mount against a ruler. The distributions and the are now attached to a stick similar to a pen by means of a swivel allowing a small angumotion. Thus the merest tyro at once app. the cutting edge at the proper angle, by pro

^{*} The Bandana handkerchiefs manufactured at Glasgow have long superseded the genuine ones, and are now consumed in large quantities both by the natives and Chinese.—[Crawfurd's Indian Archipelago, vol. iii. p. 505.]
† Captain Clapperton, when on a visit at the court of the Sultan Bello, states that "provisions were regularly sent me from the Sultan's table on pewter dushes with the London stamp; and I even had a piece of meat served up on a white weah-hand basin of English manufacture."—[Clapperton's Journey, p. 88.]

^{*} So sensible are the effects of grease in diminishing frist that the drivers of sledges in Amsterdam, on which heavy are transported, carry in their hand a rope sonked in the which they throw down from time to thing before the about order that it may, by passing over the rope, become grease

ing the side of the brass against a ruler; and ||thod had been devised, the expense of manufac-||by those afflicted with blindness, for weaving even though the part he holds in his hand should deviate a little from the required angle, it communicates no irregularity to the position of the diamond, which rarely fails to do its office when thus employed.

The relative hardness of the diamond, in different directions, is a singular fact. An experienced workman, on whose judgment I can rely, informed me that he had seen a diamond ground with diamond powder on a cast iron mill for three hours without its being at all worn, but that, changing its direction with reference to the grinding surface, the same edge

was ground down.

8. Employment of materials of little value The skins used by the goldbeater are produced from the offal of animals. The hoofs of horses and cattle and other horny refuse, are employed in the production of the prussiate of potash, that beautiful yellow crystalized salt which is exhibited in the shops of some of our chemists. The worn out saucepans and tin ware of our kitchens, when beyond the reach of the tinker's art, are not utterly worthless. We sometimes meet carts loaded with old tin kettles and worn out iron coal-scuttles, traversing our streets. These have not yet completed their useful course; the less corroded parts are cut into strips, punched with small holes, and varnished with a coarse black varnish for the use of the trunk-maker, who protects the edges and angles of his boxes with them; the remainder are conveyed to the manufacturing chemists in the outskirts of the town, who employ them, in conjunction with pyroligneous acid, in making a black die for the use of calico printers.

9. Of tools. The difference between a tool and a machine is not capable of very precise distinction; nor is it necessary, in a popular explanation of those terms, to limit very strict-A tool is usually more ly their acceptation. simple than a machine; it is generally used with the hand, whilst a machine is frequently moved by animal or steam power. The simpler machines are often merely one or more tools placed in a frame, and acted on by any moving power. In pointing out the advantages of tools, we shall commence with some of the simplest.

10. To arrange twenty thousand needles thrown promiseuously into a box, mixed and entangled with each other in every possible di-rection, in such a form that they shall be all parallel to each other, would, at first sight, appear a most tedious occupation; in fact, if each nee-dle were to be separated individually, many hours must be consumed in the process. Yet this is an operation which must be performed many times in the manufacture of needles; and it is accomplished in a few minutes by a very simple tool; Authing more being requisite than a small flat tray of sheet iron, slightly concave at the bottom. The needles are placed in it and shaken in a peculiar manner, by throwing them up a very little, and giving at the same time a slight longitudinal motion to the tray. The shape of the needles assists their arrangement; for if two needles cross each other, (unless, which is exceedingly improbable, they happen to be precisely balanced,) they will, when they fall on the bottom of the tray, tend to place themselves side by side, and the hollow form of the tray assists this disposition. As they have no projection in any part to impede this tendency, or to entangle each other, they are, by continually shaking, arranged length-wise, in three or four minutes. The direction of the shake is now changed, the needles are but little thrown up, but the tray is shaken endways; the result of which is, that in a minute or two the needles which were previously arranged endways become heaped up in a wall, with their ends against the extremity of the tray. They are now removed by hundreds at a time, by raising them with a broad iron spa-tula, on which they are retained by the fore-finger of the left hand. During the progress of the needles towards their finished state, this the needles towards their finished state, this advantages of the loss of an arm or a leg. A water is converted into elastic vapor by the parallel arrangement must be repeated many similar instance occurs at Liverpool, in the Incombustion of fuel. The chemical changes times; and unless a cheap and expeditious mestitution for the Blind, where a machine is used which thus take place are constantly increasing

turing needles would have been considerably enhanced.

11. Another process in the art of making needles furnishes an example of one of the simplest contrivances which can come under the denomination of a tool. After the needles have been arranged in the manner just described, it is necessary to separate them into two parcels, in

order that their points may be all in one direction. This is usually done by women and children. The needles are placed sideways in a heap, on a table, in front of each operator, just as they are arranged by the process above described. From five to ten are rolled towards this person by the fore-finger of the left hand; this separates them a very small space from each other, and each in its turn is pushed lengthwise to the right or to the left, according as its eye is on the right or the left hand. This is the usual

process, and in it every needle passes individually under the finger of the operator. A small alteration expedites the process considerably: the child puts on the fore-finger of its right hand a small cloth cap or finger-stall, and rolling out of the heap from six to twelve needles, he keeps them down by the fore-finger of the left hand, whilst he presses the fore-finger of the right hand gently against their ends; those which have the points towards the right hand stick into the finger-stall; and the child, re-moving the finger of the left hand, slightly

raises the needles sticking into the cloth, and then pushes them towards the left side. Those needles which had their eyes on the right hand do not stick into the finger cover, and are pushed to the heap on the right side previously to the repetition of this process. By means of this

simple contrivance each movement of the finger, from one side to the other, carries five or six needles to their proper heap; whereas, in the former method, frequently only one was moved, and rarely more than two or three were transported at one movement to their place.

12. Various operations occur in the arts in which the assistance of an additional hand would be a great convenience to the workman, and in these cases tools or machines of the simplest structure come to our aid; vices of different forms in which the material to be wrought is firmly grasped by screws, are of this kind, and are used in almost every workshop; but a more striking example may be found in the trade of the nail-maker.

Some kinds of nails, such as those used for defending the soles of coarse shoes, called hobnails, require a particular form of the head, which is made by the stroke of a die. The workman holds the red-hot rod of iron out of which he forms them in his left hand; with his right hand he hammers the end of it into a point, and cutting the proper length almost off, bends it nearly at right angles. He puts this into a hole of a small stake-iron, immediately under a hammer connected with a treadle, which has a die sunk in its surface corresponding to the intended form of the head; and having given one part of the form to the head by the small hammer in his hand, he moves the treadle with his foot, which disengages the other hammer, and completes the figure of the head; the returning stroke produced by the movement of the treadle striking the finished nail out of the hole in which it was Without this substitution of his foot for another hand, the workman would, probably, be obliged to heat the nails twice over.

13. Another, although fortunately a less general substitution of tools for human hands, is used to assist the labor of those who are deprived by nature, or by accident, of some of their limbs. nity of examining the beautiful contrivances for must have noticed many instances in which the workmen were enabled to execute their task with precision, although laboring under the dis- it cannot be maintained that power is created.

sash-lines; it is said to have been the invention of a person suffering under that calamity. Other instances might be mentioned of contrivances for the use, the amusement, or the instruction of the wealthier classes, who labor under the same natural disadvantages. These triumphs of skill and ingenuity deserve a double portion of our admiration when applied to mitigate the severity of natural or accidental misfortunewhen they supply the rich with occupation and knowledge-when they relieve the poor from the additional evils of poverty and want.

15. Division of the objects of machinery. There exists a natural, although, in point of number, a very unequal division amongst machines: they may be classed as, 1st, Those which are employed to produce power; and as, 2dly, Those which are intended meanly to transmit force and execute work. The first of these divisions is of great importance, and is very limited in the variety of its species, although some of those species consist of numerous indivi-

Of that class of mechanical agents by which motion is transmitted—the lever, the pulley, the wedge, and many others-it has been demonstrated that no power is gained by their use, however combined. Whatever force is applied at one point can only be exerted at some other, diminished by friction and other incidental causes; and it has been farther proved, that whatever is gained in the rapidity of execution is compensated by the necessity of exerting additional force. These two principles, long since placed beyond the reach of doubt, cannot be too constantly borne in mind. But in limiting our attempts to things which are possible, we are still, as we hope to show, possessed of a field of inexhaustible research, and of advantages derived from mechanical skill, which have but just begun their influence on our arts, and may be pursued without limit—contributing to the improvement, the wealth, and the happiness of our race.

15. Of those machines by which we produce power, it may be observed, that although they are to us immense acquisitions, yet in regard to two of the sources of this power-the force of wind and of water-we merely make use of bodies in a state of motion by nature; we change the directions of their movement, in order to render them subservient to our purposes, but we neither add to nor diminish the quantity of motion in existence. When we expose the sails of a wind-mill obliquely to the gale, we check the velocity of a small portion of the atmo-sphere, and convert its own rectilinear motion into one of rotation in the sails; we thus change the direction of force, but we create no power. The same may be observed with regard to the sails of a vessel: the quantity of motion given by them is precisely the same as that which is destroyed in the atmosphere. If we avail ourselves of a descending stream to turn a waterwheel, we are appropriating a power which nature may appear, at first sight, to be uselessly and irrecoverably wasting, but which, upon due examination, we shall find she is ever repairing by other processes. The fluid which is fall-ing from a higher to a lower level, carries with it the velocity due to its revolution with the earth at a greater distance from its centre. It will, therefore, accelerate, although to an almost infinitesimal extent, the earth's daily ro-The sum of all these increments of vetation. locity, arising from the descent of all the falling waters on the earth's surface, would in time t the labor of those who are de-ture, or by accident, of some of Those who have had an opportu-their sources; and thus, again, by removing matter to a greater distance from the centre, the manufacture of shoes by machinery, which destroy the velocity generated by its previous we owe to the fertile invention of Mr. Brunel, approach.

approach.
16. The force of vapor is another fertile source of moving power; but even in this case

acid and other gasses noxious to animal life. The means by which nature decomposes or re-converts these elements into a solid form, are not sufficiently known: but if the end could be accomplished by mechanical force, it is almost certain that the power necessary to produce it would at least equal that which was generated by the original combustion. Man, therefore, does not create power; but availing himself of his knowledge of nature's mysteries, he applies his talents to diverting a small and limited por-tion of her energies to his own wants: and, whether he employs the regulated action of steam, or the more rapid and tremendous effects of gunpowder, he is only producing on a small scale compositions and decompositions which nature is incessantly at work in reversing, for the restoration of that equilibrium which we cannot doubt is constantly maintained through-out even the remotest limits of our system. The operations of man participate in the character of their Author; they are diminutive, but energetic during the short period of their existence: whilst those of nature, acting over vast spaces, and unlimited by time, are ever pursu-

ing their silent and resistless career.

17. In stating the broad principle, that all combinations of mechanical art can only augment the force communicated to the machine at the expense of the time employed in producing the effect, it might perhaps be imagined that the assistance derived from such contrivances is small. This is, however, by no means the case; since the almost unlimited variety they afford enables us to exert to the greatest advantage whatever force we employ. There is, it is true, a limit beyond which it is There is, it is true, a limit beyond which it is impossible to reduce the power necessary to produce any given effect, but it very seldom happens that the methods first employed at all approach that limit. In dividing the knotted root of a tree for the purposes of fuel, how very different will be the time consumed, according to the nature of the tool made use of! The hatchet, or the adze, will divide it into small hatchet, or the adze, will divide it into small parts, but will consume a large portion of the workman's time. The saw will answer the same purpose more effectually and more quickly. This, in its turn, is superseded by the wedge, which rends it in a still shorter time. If the circumstances are favorable, and the workman skilful, the time and expense may be still farther reduced by the use of a small quantity of gunpowder exploded in holes judiciously placed in the block.

transport will depend. A country must, how-ever, have reached a high degree of civilization before it will have approached the limit of this The cotton of Java is conveyed in economy. junks to the coast of China; but from the seed not being previously separated, three-quarters of the weight thus carried is not cotton. This their rate, and also economizes the consumpmight, perhaps, be justified in Java by the want tion of coal. Several patents have been taken of machinery to separate the seed, or by the re-lative cost of the operation in the two countries. But the cotton itself, as packed by the Chinese, occupies three times the bulk of an equal quantity shipped by Europeans for their own mar-kets. Thus the freight of a given quantity of cotton costs the Chinese nearly twelve times

ACCUMULATING POWER

19. Whenever the work to be done requires more force for its execution than can be generated in the time necessary for its completion, ecourse must be had to some mechanical method of preserving and condensing a part of the power exerted previously to the commencement of the process. This is most frequently ac-complished by a fly-wheel, which is in fact no-thing more than a wheel having a very heavy rim, so that the greater part of its weight is near the circumference. It requires great power

the atmosphere by large quantities of carbonic | applied for some time to put this into rapid mo-||tion in which they move. tion; but when moving with considerable velocity, the effects are exceedingly powerful, if its force be concentrated upon a small object. In some of the iron works where the power of the steam-engine is a little too small for the rollers which it drives, it is usual to set the engine at work a short time before the red-hot iron is ready to be removed from the furnace to the rollers, and to allow it to work with great ra-pidity until the fly has acquired a velocity rather alarming to those unused to such establishments. On passing the softened mass of iron through the first groove, the engine receives a great and very perceptible check; and its speed is diminished at the next and at each succeeding passage, until the iron bar is reduced to such a size that the ordinary power of the engine is sufficient to roll it.

20. The powerful effect of a large fly-wheel, when its force can be concentrated in a point, was curiously illustrated at one of the largest of our manufactories. The proprietor was showing to a friend the method of punching holes in iron plates for the boilers of steam-engines. He held in his hand a piece of sheet-iron, three-eighths of an inch thick, which he placed under the punch. Observing, after several holes had been made, that the punch made its perfora-tions more and more slowly, he called to the engine-man to know what made the engine work so sluggishly, when it was found that the fly-wheel and punching apparatus had been detached from the steam-engine just at the commencement of his experiment.

21. Another mode of accumulating power arises from lifting a weight and then allowing it to fall. A man, even with a heavy hammer, might strike repeated blows upon the head of a pile without producing any effect. But if he raises a much heavier hammer to a much greater height, its fall, though far less frequently repeated, will produce the desired effect.

REGULATING POWER.

22. Uniformity and steadiness in the rate in which machinery works are essential both for its effect and its duration. That beautiful con-trivance, the governor of the steam-engine, must immediately occur to all who are familiar with that admirable machine. Wherever the increased speed of an engine would lead to injurious or dangerous consequences, it is applied; and is equally the regulator of the water-wheel which crives a spinning-jenny, or of the wind-mills which drain our fens. In the dock-yard 18. When a mass of matter is to be removed, at Chatham, the descending motion of a large platform, on which timber is raised, is regulated by a governor; but as the weight is very transport will depend. A country must, howstill farther checked by causing its motion to take place in water.

The regularity of the supply of fuel to the fire under the boilers of steam-engines is another mode of contributing to the uniformity of out for methods of regulating this supply: the general principle being to make the engine supply the fire by means of a hopper, with small quantities of fuel at regular intervals, and to diminish this supply when it works quickly.

One of the incidental advantages of this plan is, cotton costs the Chinese nearly twelve times that by throwing on a very small quantity of the price to which, by a proper attention to mechanical methods, it might be reduced.*

that by throwing on a very small quantity of the transfer of the price to which, by a proper attention to mechanical methods, it might be reduced.*

whenever the work is itself light, it becomes are also, in some cases, connected with machines in order to regulate their speed.

23. Another contrivance for regulating the effect of machinery consists in a vane or a fly of little weight, but presenting a large surface. This revolves rapidly, and soon acquires a uniform rate, which it cannot greatly exceed, because any addition to its velocity produces a much greater addition to the resistunce it meets with from the air. The interval between the strokes on the bell of a clock is regulated by this means; and the fly is so contrived, that this interval may be altered by presenting the that is, to measure and re-wind e arms of it more or less obliquely to the direc-

This kind of fly, or vane, is generally used in the smaller kinds of mechanism, and, unlike the heavy fly, it is a destroyer instead of a preserver of force. It is the regulator used in musical boxes, and in almost all mechanical toys.

24. Another very beautiful contrivance for regulating the number of strokes made by a steam-engine, is used in Cornwall: it is called the cataract, and depends on the time required to fill a vessel plunged in water, the opening of the valve through which the fluid is admitted being adjustable at the will of the engine-man.

INCREASE AND DIMINUTION OF VELOCITY

25. The fatigue produced on the muscles of the human frame does not altogether depend on the actual force employed in each effort, but partly on ... requency with which it is exert-ed. The exertion necessary to accomplish every operation consists of two parts: one of these is the expenditure of force which is necessary to drive the tool or instrument; and the other is the effort required for the motion of some limb of the animal producing the action. If we take, as an example, the act of driving a nail into a piece of wood, the first of these is the propelling the hammer head against the nail; the other is, raising the arm in order to lift the hammer. If the weight of the hammer is considerable, the former part will cause the g eatest portion of the exertion. If the hammer is light, the exertion of raising the arm will produce the greatest part of the fatigue. It does, therefore, happen that operations requiring very trifling force, if frequently repeated, will tire more effectually than more laborious work. There is also a degree of rapidity beyond which the action of the muscles cannot be pressed.

26. The most advantageous load for a porter

who carries wood up stairs on his shoulders, has been investigated by M. Coulomb; but he found from experiment that a man walking up stairs without any load, and raising his burden by means of his own weight in descending, could do as much work in one day as four men employed in the ordinary way with the most favorable load.

27. The proportion between the velocity with which men or animals move, and the weights they carry, is a matter of considerable importance, particularly in military affairs. It is also of great importance for the economy of labor, to adjust the weight of that part of the animal's body which is moved, the weight of the tool it urges, and the frequency of repetition of these efforts, so as to produce the greatest effect. An instance of the saving of time, by making the same motion of the arm execute two operations instead of one, occurs in the simple art of making the tags of boot-laces: they are formed out of very thin, tinned, sheet-iron, and were formerly cut out of long strips of that material into pieces of such a breadth that when bent round they just enclosed the lace. Two pieces of steel have recently been fixed to the side of the shears, by which each piece of tinned-iron, as soon as it is cut, is bent into a semi-cylindrical form. The additional power required for this operation is almost imperceptible; and it is executed by the same motion of the arm which produces the cut. The work is usually per-formed by women and children, and with the improved tool more than three times the quan-

necessary, in order to economize time, to increase the velocity. Twisting the fibres of wool by the fingers would be a most tedious operation: in the common spinning-wheel the velocity of the foot is moderate, but by a very sim-ple contrivance that of the thread is most ra-pid. A piece of cat-gut passing round a large wheel, and then round a small spindle, effects this change. This contrivance is common to a multitude of machines, some of them very simple. In large shops for the retail of ribands, it s necessary at short intervals to "take stock. that is, to measure and re-wind every piece of

^{*} Crawfurd's Indian Archipelago.

riband, an operation which, even with this model of shortening it, is sufficiently tiresome, but without it would be almost impossible from its expense. The small balls of sewing-cotton, so cheap and so beautifully wound, are formed by a machine on the same principle, and but a few

steps more complicated.
28. In turning from the smaller instruments in frequent use to the larger and more important machines, the economy arising from the increase of velocity becomes more striking. In converting cast into wrought iron, a mass of metal of about a hundred weight is heated almost to a white heat, and placed under a heavy hammer moved by water or steam power. This is raised by a projection on a revolving axis; and if the hammer derived its momentum only from the space through which it fell, it would require a considerably greater time to give a blow. But as it is important that the softened mass of red hot iron should receive as many blows as possible before it cools, the form of the cam or projection on the axis is such, that, the hammer, instead of being lifted to a small height, is thrown up with a jerk, and almost the instant after it strikes against a large beam, which acts as a powerful spring, and drives it down on the iron, with such velocity that by these means about double the number of strokes can be made in a given time. In the smaller tilt-hammers, this is carried still farther: by striking the tail of the tilt-hammer for-cibly against a small steel anvil, it rebounds with such velocity that from three to five hundred strokes are made in a minute.

29. In the manufacture of scythes, the length of the blade renders it necessary that the workpart on the anvil in quick succession. This is effected by placing him in a seat suspended by ropes from the ceiling: so that he is enabled, with little bodily exertion, by pressing his feet against the block which supports the anvil, to vary his distance to any required extent. In the manufacture of anchors, an art in which manufacture of anchors, an art in which minerals for optical experiments. man should move readily, so as to bring every part on the anvil in quick succession. This is

it has only been recently applied.

30. The most frequent reason for employing contrivances for diminishing velocity arises from the necessity of overcoming great resistances with small power. Systems of pulleys, the crane, and many other illustrations, might also here be adduced; but shey belong more steer itself, by placing a powerful vane on sequently the mass of the sails, are appropriately to some of the other causes, which the mast head, and connecting it with the more towards the bow than the stern. we have assigned for the advantages of machi-tiller-ropes by two projecting arms from its Again, because the bow of a ship is ob-nery. The common smoke-jack is an instru-axis. If it were desired to make the ship lique downwards as well as sideways, the ment in which the velocity communicated is sail directly before the wind, the tiller-ropes water, when she moves, is constantly tending too great for the purpose required: and it is would be fixed to the vane so that the helm to lift the bow: hence, when a vessel is transmitted through wheels which reduce it to a more moderate rate.

EXTENDING THE TIME OF ACTION OF FORCES.

31. This is one of the most common and most useful of the employments of machinery. The half minute which we daily devote to the winding up of our watches is an exertion of labor almost insensible, yet by the aid of a few wheels its effect is spread over the whole twenty-four hours. In our clocks, this extension of the time of action of the original force impressed is earried still farther; the better kind usually require winding up once in eight days, and some are occasionally made to continue in action during a month or even a year. Another familiar illustration may be noticed in our domestic furniture; the common jack, by which our meat is roasted, is a contrivance to enable the cook in a few minutes to exert a force which the machine retails out during the succeeding hour in turning the loaded spit, thus enabling her to bestow her undivided attention on the other important duties of her vocation. A great disaster to a distant coast, by a small vessel, pressure. A gradual tapering of the hind number of automatons, and mechanical toys or even a block of wood, fitted up in this way; part therefore, or a fine run, as it is called, moved by springs, may be classed under this and the method might sometimes save an which allows the water to apply itself readivision.

32. A small moving power, in the shape of a jack or a spring with a train of wheels, is often of great convenience to the experimental philosopher, and has been used with advantage in magnetic and electric experiments, where the right side of a ship's bow is always pressing foremost.

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rotation of a disk of metal or other body is ne-||towards the left side; but owing to the equicessary, thus allowing to the inquirer the un-impeded use of both his hands. A vane con-nected by a train of wheels, and set in motion straight forwards. When a ship, however.

Self-Steering Ship. From Elements of and Medical.

would be fixed to the vane so that the helm to lift the bow; hence, when a vessel is corresponding change on the position of the might be obtained, and which would alter evenly along.
only with the wind. The vane would require to be of large size to have the neces- less influence upon her speed of sailing, than sary power—a wide hoop, for instance, with the form of the hind part from the middle to canvass stretched upon it; and the rudder, the stern, called the run. When a ship is that it might turn with little force, would be at rest, there is of course as much forward hung on an axis passed through its middle, instead of, as usual, by hinges at one edge. Cases have occurred where shipwrecked persons might have sent intelligence of their ling pressure, and is increasing the resisting disaster to a distant coast, by a small vessel, pressure. A gradual tapering of the hind persons might have sent intelligence of their and the method might sometimes save an and the method might sometimes save an which allows the water to apply itself readditional hand in a boat's crew. It admits dily to it, as it passes along, must quicken also of other applications, particularly in war. much the rate of sailing. A tree, or the

straight forwards. When a ship, however, owing to a side wind, lies over, or heels, as it is called, that side of the bow which sinks most is more pressed than the other; and were it not for a counteracting inclination of the rudder then made, constituting what is called weather helm, the ship's head would come round to the wind. Now, ships so Physics, or Natural Philosophy, General rarely have the wind exactly astern, that, to diminish the almost constant necessity for It is possible to make a ship or boat weather helm, the mast or masts, and consteer itself, by placing a powerful vane on sequently the mass of the sails, are placed

should be in the middle position, when the dragged by a low horizontal rope, as in the vane were pointing directly forward; should case of a boat attached to a sailing ship's the vessel then from any cause deviate from stern, or is moved by paddle-wheels, like her course, the vane, by its changed position || steamboats, the bow rises much out of the with respect to her, would have produced a water, and the stern sinks in the hollow or furrow of the track: but when she is driven helm, and just such as to bring her back to by sails, as these are high on the mast, and her course. Again, it is evident that, by adjusting such a vane and rudder to each other, press the bow, the two opposing tendencies in different ways, any other desired course just balance each other, and the vessel sails

pressure of water about the stern as of backward pressure on the bow; but when she sails, she is running away from the propel-As fluids act on surfaces, in a direction tapering mast of a ship, can be drawn through perpendicular to them, the water on the the water the most easily with the large end

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sue brought from China and Calcutta, and far from being an artificial substance fabri- may absorb water, and furnish the relief we would refer to the brief but conclusive examina. cated from rice or any other farinaceous material. By holding a specimen of it between the eye and a clear light, it will be seen to consist of a vegetable tissue, composed of cellules so exactly similar, and so perfect, that no preparation of a paper could be possibly made to acquire.

It is now known to be made of the internal part of the Æsckynomene paludosa, Roxburg, -a leguminous plant which grows abundantly on the marshy plains of Bengal, and on the borders of vast lakes between Calcutta and Hurdwart. It is a hardy plant, requiring much moisture for its perfect growth and duration. The stem rarely exceeds two inches in diameter, spreading extensively, but not rising to any great height.

The stems of this plant are brought in great quantities in Chinese junks, from the island of Formosa and other places, to China and Calcutta. These stems are cut into the lengths intended for the leaves or sheets, and then, by means of a very sharp and well tempered knife, about ten inches long and three inches wide, the pith is divided into thin circular plates, which, being pressed, furnish the leaves sold under the name of rice paper. The operation of cutting the leaves is very similar to that of cutting The leaves are generally seven or eight inches long and five wide; some are even a foot long. Those which are not fit for drawing are colored for other purposes. Rice paper absorbs water, and swells so as to present an elevation, which continues after it becomes dry, and gives to the drawing a in the worst sense to a memorable man. velvety appearance and a relief, which no other kind of paper produces.

Rice paper may, with care, be written upon, as the ink does not spread. The writ-

Examined chemically, it seems to be analogous to the substance which Dr. John tinguish the spirit and resolution which resistance calls medulline. Treated with nitric acid, it requires: but this extent of destruction, though it Treated with nitric acid, it calls medulline.

forms oxalic acid.

The white and pure specimens are much used for drawings; the inferior are variously colored, and now extensively used in forming artificial flowers. In India, a pasteboard is made by cementing many leaves together, and of this hats are fabricated, which, coverred with silk or other stuff, are firm and robbers cannot act together. Men who must more extremely light. extremely light.

Rice paper was introduced into Europe about thirty years ago. The flowers which were first made of it sold at an exorbitant price. A single bouquet cost the Princess Charlotte of Wales £70 sterling.

From the quality of this paper, it may be most successfully employed in painting butterflies, flowers, birds, plants, and animals. For this purpose, the object is first sketched on common paper, which is then to be pasted The sketch must be of a deep on a card. black. On this the rice paper is fastened, When executed in this way, by fine colors. for the animal itself pasted on paper. Rice paper has also been employed in lithography, with the most brilliant effect.

It is desirable for the purposes of art, that

RICE PAPER.—The fine and beautiful tis-||own climate whose pith is analogous to that|| of the Œschynomene. Is it not possible, employed under the name of rice paper, is also, to fabricate a paper, the tissue of which which gives to rice paper its greatest value? -[Jour. des Connais. Usuelles, Fev. 1832.]

NEW-YORK AMERICAN.

MAY 11, 13, 14, 15, 16, 17-1833.

LITERARY NOTICES.

HISTORY OF ENGLAND; vol. III; by Sir Jas. McIn. тови; forming vol. 22, of Lardner's Cabinet Cyclopædia: Philadelphia, CARRY, LEA & BLANCHARD. The hand that traced, in the pages now open before us, the instructive lessons which history, truly and philosophically written, reads to living men, was arrested in mid career by death; and even the close of the present volume, which brings us down to the reign of Elizabeth, is from another pen, from which all that remains to be written of the history of England is to proceed. We particularly lament that this work could not have been completed by Sir Jas. McIntosh; for it is one which by its comparative brevity will, as the world grows busier and busier which it seems to us to do, be more read than the larger histories; and the spirit in which it is commenced and thus far conducted, is such a one as men loving freedom and the rule of the laws, must approve.

In this volume of more than 300 pp., 200 are by McIntosh; and it is gratifying to be assured, as we are in a preliminary notice of the editor of the Cyclopædis, that the materials prepared by Sir Jamesand particularly the MSS. embodying his view of the revolution of 1688-have been purchased for, and will be used in, the completion of the history.

We quote the annexed extract as indicating the generous spirit and high moral feeling which pervade this history. It relates to a memorable period, and

The duke of Alva was recalled from his deplorable administration of the Netherlands, where he boasted that in aix years he had put to death 18,000 persons by the hands of the hangman. Vargas, his sanguinary instrument, when he arrived with his ing is glossy, showing some metallic sur- master at the frontier, looking back on the provinces which had endured his rod for nine years, exclaimed, "There is a country lost by indulgence!" A degree A degree of cruelty is conceivable which might altogether exmay doubtless be conceived, can hardly ever be Tyrants are ignorant of the laws which limit their destructive power. Strangers to pity themselves, they know not its power over other men. Unbelievers in the force of more indignation, it bursts upon them when they are least prepared. They know not that every new crime disselves some link of that mutual trust between them and their accomplics or followers, without which assassins and doomed to end in hating themselves, cannot always preserve the union and concert without which their malignity becomes powerless. The infirmities of human nature undermine the conspiracies of the wicked, perhaps, even more than they loosen the union of the good. No man was ever so consistently deprayed as never to be visited by misgivings in a course of guilt which, save only the fellows of his crimes, renders all mankind his enemies, for whose constancy and fidelity he has no other security than a common criminality, which, brittle, as it is, has no force but against the virtuous; for, in their relations to each other, every villain must live in continual dread of fraud, treachery, destruction from his brethren in blood. The greater part of them, unripe and the painting effected with a pencil and in atrocity, must be often unmanned by cowardice, fine colors. When executed in this way by the most skilful hands, the pictures of butter-flies, insects, &c. have been often mistaken must sometimes read in the eyes of their fellowcreatures. They at last fall unpitied victims to the eternal law which dooms the vices to perpetual discords, arms the virtues with that power which flows from unbroken harmony, and has decreed that peace It is desirable for the purposes of art, that and faith are blessings too sacred to be allotted to some aquatic plant should be found in our any except the good.

As an instance of impartial and severe scruting into the glosses with which the conduct of kings is too often varnished over by the pen of the historian. tion of the question of premeditation, imputed and here fixed upon Charles IX of France, in respect of the massacre of St. Bartholemew.

In the appendix, a very curious letter is published, taken from Murden's State Papers. It is from Mary Queen of Scots to Elizabeth, and embodies certainly as it strikes us, all that female malice could devise to wound another woman and a queen. It is in French; and though written by a Queen to a Queen, cannot be decently published in a newspaper.

It is doubtful whether it ever reached Elizabeth, having been found among the Burleigh papers; but if it did, every line, as is well remarked by the editor, "must have been a poinard to her heart, and would alone account for her pursuing the writer to death.

JOHN MILTON, HIS LIFE AND TIMES, &c. &c. with an Appendix, containing Animadversions upon Dr. Johnson's Life of Milton: by Joseph Iviner, author of the 'History of the English Baptists.' 1 vol. New York, D. APPLETON .- The aim of the writer of this Life of Milton, is chiefly to vindicate his character as "a patriot, a Protestant, and a non-conformist:" and this is accomplished, and fortunately so, by means of considerable extracts from the prose writings of this sublimest of English poets. We should say, fortunately so, let who would have been the writer of a Life of Milton; for few can approach, in vigor and eloquence, the prose of Milton; but it is particularly fortunate in this instance for Mr. Ivimey is not a great master of style. He writes, moreover, somewhat intemperately, though frequently reprehending, especially in the Appendix, and in occasional passages or notes in the main narrative, others for that fault. But he writes with a warm love of Liberty, for devotion to which, he justly argues, that Milton was little liked, and most unjustiy dealt with by Johnson, and with a full appreciation of the genius and mighty power of the great Secretary of Cromwell, the unrivalled Epic Bard of England.

THE LIFE AND WRITINGS OF JOHN JAY; by his Son, William Jay. 2 vols. 8vo. pp. 500. New-York, J. & J. HARPER.—We only received these volumes—precious we are sure they will be found, for they relate to a great, an able, and an honest man-yesterday; and can therefore only announce them this week, reserving to another occasion the remarks and extracts which their perusal, we are sure, will richly furnish forth. We add here only, that they are, as far as the paper and printing are concerned, worthily got up.

THE FRENCH LAW, AND PRACTICE OF PATENTS FOR INVENTIONS, &c. by A. PERPIGNA: Paris.—This work, in English, is sent to us by Wm. A. Colman, of this city, who has been appointed the agent of the author, who keeps, and for some years has kept, an office in Paris, for obtaining and securing patents for distant applicants. The mode of proceeding, expense, &c. in order to obtain a patent in France, is set forth in this pamplet: and to so inventive a people as we are in mechanics, the information it furnishes cannot but be useful.

While referring to Mr. Colman, we take occasion to speak of two magnificent engravings of Martin's, which we saw at his rooms, representing scenes from Paradise Lost,-the one of "Satan in Council," the other a "View of Pandemnium." They are sublime in their conception, execution, and effect, and impress the mind most strongly.

Asmodeus at large, by the author of Pelham, Eugene Aram, &c.-1 vol., Philadelphia, Cerey, Lea & Blanchard.-The pieces collected in this volume appeared originally in successive numbers of the London New Monthly Magazine, edited by Mr. Bulwer, the writer of them. Extracts from

ated love of "Julia," have been published in this paper-so that our readers have felt that the impassionpen of the author of Eugene Aram has not lost its power in these sketches.

SCHOOL OF CAVALRY, OR SYSTEM OF ORGANIZATION. INSTRUCTION, AND MANGUVRES, PREPARED FOR THE CAVALRY OF THE UNITED STATES; by William Theobald Wolfe Tone, Lieut. 1st Regt. U. S. Artillery second edition: Georgetown, D. C., Jas. Thomas. The recent institution of a cavalry corps as part of the standing military force of the United States, has very properly suggested this new edition of the ingenious work of the lamented Mr. Tone upon cavalry tactics; and as there is no work upon the subject yet adopted for the use of the corps, it is more than probable that the one before us written expressly for the cavalry service at a time when it was proposed to introduce that arm into our peace establishment several years since, will be temporarily, if not perma nently adopted. It was compiled at the express request of the present Commander in Chief, out of the regulations and practice of the several armies of Europe, by an officer, who, after being educated in the imperial school of cavalry of St. Germain's, was employed for several years under Napoleon in the light horse and staff of the French armies; and who, both from training new levies, and crossing sabres with veteran troopers, had full opportunity to compare not only the theoretical systems of the several nations of Europe, but their practice in the field. The work is divided into three parts. The first contains a system of organization and formation in the field, proposed for the cavalry of the United States-including a nomenclature and explanation of the technical terms used in the service. The second contains the preliminary instruction which every cavalry recruit should receive before he is allowed to manœuvre with his corps; and the third gives a system of manœuvres proposed for the use of the corps to be raised. In the course of the work, the author takes occasion to investigate the principles upon which the manger. vres of cavalry are founded, as well as to analyze the elementary movements by which they are executed; and while he disclaims all pretensions for his work to the title of a complete course of instruction for a cavalry officer, he has given a compendium which must be invaluable, if the military information conveyed in it be but as sound as it is clearly and logically arranged.

TRAVELLER'S Guide to the Middle and Northern States, and Canada; M. Davison .- This is the fifth edition, enlarged and improved, of Mr. Davison's useful little pocket companion. It is ornamented with a great number of engravings, and includes in its de scriptions of places, routes, &c., a number of valuable historical notices, amusing legends, and interest ing facts. It is for sale at the Carvills.

FOREIGN INTELLIGENCE.

LATE FROM FRANCE .- By the packet ship Charle magne, from Havre, whence she sailed on the 7th ult. we have our Paris-files to the 6th inclusive. The most material intelligence is that relating to the condition of the Porte, and the possible quarrel that menaces to break out between France and Russia. for the honor and advantage of defending the Grand Signior from the triumphant arms of his rebellious Egyptian Pacha. A private letter from Paris, of 5th April, published in the Havre Journal of 6th April, gives this account of the refusal of Mehemed Ali to accept the proposals of France for an armistice and termination of the war.

We have received by express most important intelligence from Alexandria of the late date of 11th March. It comes to us from Toulon, where the brig Susa has arrived, with urgent despatches for Go-numerous valuable articles have been already sent. learn from a person entitled to the utmost connuence, vernment. The amount of the intelligence is, that A hotel, situated in the rue de Sèvres, has been hired that news from Constantinople, via Odessa, has been

several of them, and the last entire, recording the illithe Pacha of Egypt, Mehemet Ali, refuses to acqui-||for the above purpose, and the day that is fixed is esce in the propositions of France respecting the war between Egypt and the Porte. Admiral Roussin having sent to Alexandria an express in order to inform our Consul general of the note delivered at Constantinople, in concert with the English and Austrian Ambassadors, having in view to stop the march of Ibrahim, and to deprive Russia of all pretext for intervention; M. de Mimault, our Consul general, immediately asked and obtained an interview with Mehemet. The Pacha, who had on his side received dispatches from Ibrahim; received our Consul coolly, and refused plumply to expedite orders to his son to suspend his march upon Constantinople. It would seem that the part assigned him by the mediators excited his indignation, especially when he ascertained that conditions were in some sort prescribed to him without his being previously consulted. Our Consul immediately despatched the Swan with this intelligence.

This news, if accurate, and it seems very direct and the vessel having arrived at Toulon from Al exandria, must necessarily be later than the intelligence by the way of Constantinople, is certainly important, and satisfactorily accounts for the capture of Smyrna and other military movements of Ibrahim after the armistice stipulated between the Porte and Admiral Roussin. The intervention of Russia now scems imminent; and on that head, we find the following letter from

ODESSA, MARCH 15 .- A vessel in 64 hours from Constantinople, brings an account of the Russian fleet being still quietly at anchor in the Bosphorus. Meantime our government has hired many transports destined to convey to Constantinople the Russian troops which are advancing by forced marches to this region, in the event of the affairs of Turkey rendering such a movement necessary. The troops will cer. tainly sail if Ibrahim should resume his advance; the more so, as the French ambassador having only gua-rantied peace on the condition that the Russian flee should depart from the vicinity of Constantinople and that condition not having been fulfilled, France will no longer feel herself bound.

The life of the Duchess of Berri is positively spo ken of by the Gazette de France, as being in imminent danger. There is a daily report in that papersurrounded in anticipation with mourning linesall that can be collected respecting her health.

M. de la Grange, the friend and confidential coun sel of M. Lafitte, publishes a letter in the Paris papers, respecting M. Lafitte's affairs, in which, after bearing testimony to the unbounded liberality of his client towards the unfortunate and the needy, in his days of prosperity, avers that all the present creditors but one of M. Lafitte are paid-but that one, tho' abundantly secured otherwise, insists upon the sale of M.L.'s dwelling-and to this very individual, now his creditor, M. Lafitte remitted, some years back, more than 600,000frs. (\$120,000) of debt due him.

Paris, March 30 .- The following letter, addressed to M. Belmonlet, a man of letters, will be read with interest :--

LONDON, MARCH 20. The unaccountable and too real proscription to which I and my family have been subject for so many years, will prevent me being present at the fete which is to take place for the benefit of the imprisoned patriots, and which is to be presided by the illustrious friend of Washington, and the Hon. M. de Cormenin. As you are one of the Stewards, I request you to present my offering. The bearer will deliver you to that effect a decoration of the Legion of Honor, set in diamonds, which belonged to my brother, the Emperor Napoleon, which he wore in he camp at Boulogne, and during the campaign Ulm and Austerlitz, and which he gave me on his return. I wish that the events which it calls to mind may so enhance its value, as to render it of utility to the generous citizens who are the object of the fete. I add to this decoration the sum of 600fr. for the same purpose. Accept, etc.

JOSEPH NAPOLEON BONAPARTE. The entertainment for the benefit of the imprisoned

patriots referred to in Joseph Napoleon's letter, was to have taken place in the Salle Ventadour, but that building was refused by the Prefect of Police. It will consist of a grand ball and lottery, for which

said to be the 7th of April. It is added that M. Belmontet intends, also, to place in the lettery, the decoration of Napoleon, which is intrinsically worth a considerable sum. He will add to it a very valuable sabre, which he has received for the same purpose from young Louis Napoleon. The workmanship of this sabre is admirable. On its blade are these words: *Honneur*, *Liberté*, *Patrie*.

The following letter has been addressed to the Editor of the National:—

London, March 23.—Sir,—I learn by the journals that a subscription has been opened for the purpose of buying in the hotel of one who, in July, sacrificed his fortune with a view to insure the prosperity and liberty of his country. The people are always generous; they do justice to the pure intentions of M. Laffitte, and are now rewarding, by a token of their esteem, his strict integrity and his noble patriotism. Desi ous of associating myself with all who are generous in France, I send you my offering; for in exile we are affected, even in a higher degree, by the glory as well as by the misfortunes of our country. Accept, &c.

LOUIS NAPOLEON BONAPARTS. General Guilleminot is definitively nominated Governor of Algiers.

PARIS, APRIL 4.-The Bill for coercive measures against Ireland passed the House of Lords in the ses-sion of the 1st of April. The royal sanction was given to the Bill by commission.

London, April 2.—We learn that our Govern-ment has received the reply of Prussia and Austria relative to their views on the subject of the affairs of Holland. It is asserted that they are in perfect accord ance with those of France and England. This, it is said, is the occasion of the cenference which took place yesterday, and the rise of the funds. Consols

87 3.4.
M. Dedel, (the Dutch Envoy) it is said, after his proposition had been rejected, made new ones, which consisted in demanding the release of the Dutch prisoners of war, and the removal of the embargo; in offering the opening of the Scheldt as before the citadel of Antwerp, (this is the important point) and in leaving it entirely to the decision of the whole conference to regulate the definitive Treaty between Holland and Belgium, provided the latter should consent to the same thing. The last proposition was to have been presented to the Belgian Government on the 31st March.

From the well-known character of the King of Holland, it is evident that this proposition conceals a new danger. The Cabinet of the Hague would not nave demanded that the question should be left entirely to the discretion of the Conference, without having previously consulted the intentions of the Cabinets of the North, and satisfying themselves that the three Courts of the North would probably be favorable to the claims of Holland

Constantinople, 8th March.-The greatest ac tivity prevails among the diplomatic body between France and Russia is apprehended if the former does not disavow the precipitate conduct of Ad miral Roussin. That officer nevertheless persists in demanding the sending away of the Russian fleet, asserts that this may easily be done if the will be there, that the vessels may be towed out by the steamboat which is in the great harbour. The Sultan does not appear to desire their departure, however some voices have been heard in the Divan in support of the French Ambassador, on the other hand, the Divan is suspected, as from there, since the defeat of the Grand Vizier, a number of intrigues have proceeded which have had the effect of spreading consternation and paralyzing the preparations of defence made by the Porte.

Daily conferences take place between the Envoys of France and England, but the latter appears to act with more precaution, and merely to prevent any serious difficulties. Seldom has there been so great a schism as at present among the diplomatists of Pera. They certainly existed at the time of the Greek insurrection, but then were attempted to be concealed. Now it is quite the reverse .-- [Augsburg Gazette.]

PARIS, APRIL 4.—It is announced that at the moment the Egyptians took possessson of Smyrna and changed the Turkish officers of that town, the French and English Consuls took down their flags, signifying to the commandant of the detachment that they would quit Smyrna if the Egyptian troops did not withdraw. At the last dates from Constantinople, which go to the 7th March, it was hoped that an arrangement would take place.

-Evening.—Postscript.—We LONDON, APRIL 2.-

Digitized by

received by the government this evening. The dates reach to the 10th March. Admiral Roussin was making preparations to quit Constantinople, on account eign vessels upon the coast. A copy of this docuof his protestations against the prolongation of the presence of the Russian fleet at Bujukders, and the serch of the Russians from Jassy, proving unsuccesshad a sharp altercation with the Reis Effendi, and that in consequence of said interview, he has demanded his passports.

Second Postscript .--Some additional information has been communicated to us on the subject of the despatches received by the Government from Con-stantinople. Admiral Roussin has not demanded his stantinople. Admiral Roussin has not demanded his passports of the Porte, but had written to Paris to ask

permission to retire.

NEW GRANADA.-We have files of Bogota papers to the 25th March-the address of President Santander-and a long report made by the Secretary of Domestic and Foreign Affairs, to the Constitutional Congress of 1833.

The message of Presid't Santander, the choice of Josquim Mosquera as Vice President, and the general tone of the papers, inspire us with confidence that New Granada-even if all attempt to reunite the former States which composed the republic of Colombia should fail,-will enjoy in tranquillity, and gradually mature, free institutions. Both the President and Vice President have had the opportunity of examining the practical operation of a free representative system in this country, and of comparing the mass of happiness, of security and of equality diffused by it, with the results produced in Europe by the monarchical system. Our public schools and other means of disseminating as widely as possible the blessings of education, were objects of attentive inquiry to both those distinguished individuals ;-and will be, we are persuaded, of their anxious imitation in New Granada-we hope not in vain.

[From the Canton Courier.]

LATE FROM CHINA.—The Rebellion in Formosa.— Centen, Jan. 10.—We hear that the rebellion on this island has assumed a very formidable appearance and that all the disposable military force is being sent with all speed, from the province of Fokien. Our native informants are by no means communicative on the subject, perhaps from the ignorance in which the gov-ernment wisely shrouds all information of an unpleasant nature from the knowledge of the public Some reports are affoat of the rebels having submitted, and the ringleaders surrendered to the Imperial forces, but to these we do not attach much credit. The gross national vanity of the Chinese makes them exceed. ingly jealous of any reports, that may detract from the supposed power of the empire, reaching the ears of foreigners; and thus it is, that the usual reply to any question as to any of the numerous rebellions (which, year after year, spring up in some part of China, or its half conquered tributaries) is that the business is "just settled."

CANTON, JAN. 10 .- The Weather .logical diary for the past month shows a more singular change in the temperature than can, we believe, be found in any other inter-tropical country in the world. At the beginning of the month, while a south-erly wind prevailed, the thermometer stood at 76 deg. with sultry and oppressive weather, but the northerly wind, which in Canton always brings with it severe weather, suddenly reduced the tempera-ture, especially at night. During the night of the 30th, a registering thermometer showed a fall of one degree below the freezing point, and ice was, on the following morning, found in considerable quantities, about half an inch in thickness.

PIRATES.—By the Governor's orders, proclamations have been issued concerning a fleet of pirate boats, which have come up from Cochin-China, find-ing their depredations checked by the vigilance of that Government. Two of the boats have been ta-ken, and the prisoners have stated that the whole fleet consists of upwards of 90 sail. The leader's name is Yang tsew-foo, a Chinese of Lintin (or Singan) district.

CANTON, JAN. 5 .- Our late Governor Le, of whose death so many reports have been circulated since his disgrace, has, it appears, arrived at Peking, where he awaits his trial for bad management during the

eign vessels upon the coast. A copy of this docu-ment has been transmitted to the Chief of the British Factory, in which he is enjoined to prohibit infuture the vessels of his country from persevering in these attempts to open a trade which can by no means be suffered. The officers of the Imperial Marine are also directed to keep a strict watch upon these strangers and send them back to Canton, whore alone the foreign trade is permitted to be carried on.

This is only one out of several similar edicts; but we presume that it has been provoked in this in-stance by the appearance of the Jamesina, which ves-sel left Lintin sometime since, as was understood, on a cruise of this description.

SUMMARY.

From Norfolk to New-York in 33 hours !!new arrangement of the Baltimore steam-boat Columbus and Posahontas, says the Norfolk Beacon, which goes into operation on Sunday next, proposes to give a degree of despatch unexampled, to the congive a degree of despatch unexampled, to the conveyance petween Richmond, Norfolk and New-York, transporting the passengers from Richmond to New-York, in 41, and from Norfolk to that great commercial emporium in 33 hours.

The Genesee Aqueduct.—It appears that serious apprehensions are entertained, lest the aqueduct at Rochester should fail. A meeting has been held in that place to take its condition into consideration, and to take precautions to prevent the interruption of the navigation of the Canal in case of its being injured.

TAM O'SHANTER .-- Of the admirable group referred to in the annexed notice, we lose not a moment in advising every one to go and see it. No praise of these figures can go beyond the truth.

We feel great pleasure in announcing that Tam O'Shanter and his interesting companions, for whose safety fears have lately been expressed, are comfortably seated in the Sculpture room of the Academy in Barclay street, where they are now daily exhibited to the public. They are the first attempt at the comic in stone, which has, in any country, challenged the notice of the public. Contrary to expectation, their debut in Eagland was completely successful; and not only the uninitiated gazer, but the cultivated artist, and even the fastidious connoisseur alike joined heartily in the merriment of the laughter loving group, and in their commendations of the genius which conceived and the hand which executed it. We confess that we warmly participate in the anxiety which has been felt to behold the bold productions which have thus set the narrow bounds of the art at defiance, and have "won golden opinions" from its professors themselves; and we rejoice that these works, whose praises have been sung from the great metropolis of England to the "modern Athens" Scotland, have found an asylum in the American Academy of Arts.

Inundation at Albany.—The steam boat Novelty Captain Thomas Wiswall, arrived Tuesday even -The steam boat Novelty ing at half past 8 o'clock, having left Albany at 10 o'clock in the morning. When the boat left Albany, the water had risen over the pier and wharves at Al. bany, and was still rising very fast. Large quanti-ties of timber and lumber were to be seen floating down the river and property to a large amount in cellars near the wharfs had been damaged.

Naval .- The U. S. ship Natchez Capt. Zantzinger bound to Brazil, went to sea from Hampton Roads,

on Wednesday evening.

Passengers—Lieut. T. W. Shaw, James W. Wat.
son, and W. W. Hunter, and W. P. Zantzinger,
Purser.—[Norfolk Herald.

The U. S. schr. Experiment, Lt. Com. Mervir with Chmmodore Elliot and family on board, sailed from Norfolk on the 7th inst. bound to Boston.

We regret to learn that the Hon. Langdon Cheves has had his arm broken by the upsetting of the stage between Augusta and Savannah. The driver of the stage was also much injured, but we understand they are both doing well.—[Charleston Post.]

Survey of the Gulf of St. Lawrence.—We learn from the Quebec Gazette, that Captain Bayfield and party are to proceed in the Gulnare to survey the Gulf, about the 22d inst. A tender built the past winter of about 40 tons, is to accompany the Gulful of the Gulf heing too dangerous. Lee Chow insurrection, and other charges which have been preferred against him.

Canton, Jan. 12.—We hear that an edict has been are to return to Quebec in September.

[From the Journal of Commerce of Saturday.] Exhibition of the deap and dums.—This exhibi tion attracted as great a crowd at Chatham street Chapel last evening, as was ever brought together there, on any occasion.

The pupils, of both sexes, and of different ages, had an appearance of uncommon neatness, cheerfulness, and intelligence. In their interesting exercises, they displayed a quickness of apprehention, and readiness of expression, which surprised every one-The very youngest class, which had been instructed. in connected composition, not longer than ten days, wrote more readily and correctly than other children of the same age in any of our schools.

The recitation, by signs, of passages from the Spectator and Shakspeare, and the illustration, by signs, of various passions and emotions, and of the meaning of different words, were very interesting and curious. Roscius himself, who could express thoughts by gestures with as much nicety and variety as Cicero could give them in words, would have found a rival in the lad who recited Shakspeare's

seven ages.

The President of the Institution, the Rev. Dr. Milnor, delivered a brief address concerning the affairs of the institution, from which we are sorry to learn that it labors under much pecuniary embarrassment. Four thousand dollars are wanted to discharge debts already incurred ; and, not withstanding the aid afforded by the Legislature, the funds of the Institution are wholly madequate to the instruction of all the deaf and dumb in the State. The whole number of deaf and dumb in the State, at the present time, is about nine hundred, and even on the supposition that it will remain stationary, there will always be one hundred and fifty of suitable age for instruction. The whole number now under tuition is ninety-six.

Very able instructors have been obtained, and improvements in the mode of instruction are making. During the intervals of the usual course of instruc tion, lectures, by signs, on various subjects, are to be given to the pupils, by the professors.

The young men are also taught various trades, and the girls are instructed in plain and ornamental nesdle work, household affairs, &c.

INFANT SCHOOL SOCIETY.--The sixth annual meeting was held on Friday, (10th) at the Canal street Church.

The annual Report exhibits a gratifying view of the increasing number, popularity, and success of the schools in this city. The first Infant School was schools in this city. The first Infant School was established here in May 1827, and the experience of six years has placed beyond dispute the practicability of instructing infants, not only in the branches of primary education, but in the principles of morals and religion.

There are now, in this city, 16 schools. wherein 2360 infant children receive instruction—1400 in the charity Schools, and 970 in those attached to the Public Schools. There are also 11 private schools conducted upon the Infant plan, comprising about 420 children. There are still 6000 children, under four years of age, who are not embraced in any of the schools. The Managers report that their funds are entirely exhausted, and unless their Treasury is re-plenished, their exertions can be of little avail. The impression that provision is made for the instruction of the infant children of the poor, is erroneous. That Society will be able to support but few infant schools, and their funds cannot be appropriated to children under four years of age. Under these circumstancer, the Managers appeal with confidence to the public for further contributions.

INFANT SCHOOL EXHIBITION .- The Exhibition of one of the Infant Schools, comprising about 100 children, from a year and a half to five years of age, took place at the same time, and afforded much gra-tification to all who were so fortunate as to be present. They could not only read very well and converse intelligently, but they seemed to be no mean proficients in morals, arithmetic, grammar, geography, astronomy, &c. We have reason to belive that phy, astronomy, &c. We have reason to belive that the children thoroughly understood what they seem-ed to understand, and that none of their answers or remarks were mechanical.

A liberal Act.—An act of liberality has come to our knowledge within a few days past, which de serves to be mentioned. A friend of ours purchased of the New York Life Insurance and Trust Compa ny, an annuity of \$400 for two near relatives, (mother and daughter) and within a few weeks after the purchase the annuitants both died, and all claim on the Institution for compensation, with them. A knowledge of the facts being laid by the President before the trustees, the Board unenimously passed a resolution awarding to the purchaser \$400, being one

ceived the document addressed to Captain Kinsman of the brig Gazelle, by the Royal Humane Society of London, adverted to in the subjoined letter from the American Consul at London; and as it does not appear that the brig Gazelle belongs to this port, adopts this method of advising Captain Kinsman of the circumstance, and requesting to be informed where he may addressed.

CONSULATE OF THE UNITED STATES,

London, 22d March, 1833. SER—The Royal Humane Society of London, hav ing unanimously adjudged that a vote of thanks inscribed on vellum, should be presented to Captain Kinsman of the United States brig Gazelle, for the preservation of the crew of the British schooner "William and Elizabeth," on the 27th September, 1831; and having requested me to forward it, I take the liberty of transmitting it to your care by Captain Mott of the brig Margaret Anne, as I understand from him that the Gazelle belongs to Philadelphia. Should he be mistaken, I would ask the favor of you to endeavor to ascertain in what way it can be sent to Captain Kinsman. I have the honor to be, Sir, vour obedient servant. THOS. ASPINWALL.

We find in the Cincinnati (Ohio) Gazette, the following paragraph relative to the only bank, out of many applied for, incorporated by the Ohio Legislature at its last session.

Franklin Bank.—The following gentlemen were elected directors of the Franklin Bank, on Saturday last:—J. H. Groesbeck, Saml. Wiggins, W. Greene, Marcus Smith, J. P. Foote, M. T. Williams, George Luckey, Josiah Lawrence, Edward King, David Lor-ing, Jas. McGregor, Wm. Disney, and Danl. Corwin. Mr. J. H. Grossbeck was elected, by the Directors, President of the Bank.

Premium of \$300.—The American Lyceum, during their late interesting annual session in New York, passed a resolution offering a premium of \$300 for the best text book on Physiology for teachers. This they were enabled to do through the liberality of an individual who wishes to see the body trained with the mind.

A few days since, three young men, on the south side of the Island of Martha's Vineyard, were engaged in laboring in a field which was once an or--two of them ploughing, and the other picking up stones at a distance. As the plough passed over a certain part of the land, the ploughshare started up two or three pieces of silver coin, which were hastily anatched up by the holder, and put in his pocket. His companion observed him stoop and pick up some thing, and when the plough went over the spot again, seeing him repeat the movement, he desired to change situations with him. This was done, and he too reaped his crop; when each finding that the other was master of the secret, they proposed a manoeuvre to get rid of the third person, so that they could di-vide the spoil without his coming in for a share.— They therefore declared it best to leave off work that afternoon, as it was nearly 12 o'clock, which was readily acquiesced in. What they obtained no one can exactly state—but it is believed that not far from two or three thousand dollars, which had been originally buried there in a bag, (ascertained by pieces of cloth adhering to some of the coin,) which were excavated. This was divided between the two, leaving the man in the field, (who was no less a personage than our good friend Jones, well known as the author of Haverhill) to attest the truth of the old adage.

"He who by the plough would thrive,
"Must either held himseld or drive."
[New Bedford Gazette.]

A fire broke out in the city of Troy on Friday morning, which destroyed six buildings, occasioning a loss of property exceeding 10,000 dollars.

Tennessee Emigrants to Liberia.—A letter has been received from Mr. H. D. King, agent of the Colonization Society of Tennessee, dated at N. Orleans, announcing his safe arrival there with the last com-pany of colored emigrants from this State on the 9th of April, and stating that the whole party from the west, amounting to about 150 or 160 persons, would west, amounting to about 100 of the part for Liberia, in the brig Ajaz, Capt. Taylor.—Mr. King had determined to accompany the emigrants to Liberia, to examine in person the condition and prospects of the colony.

—[Nashville Republican.]

Afflicting Casualty.—We learn that on Wednesday

year's annuity. Such an act of liberality will go far to increase the confidence of community in this institution.—[Hudson Republican.]

The Collector of the Port of Philadelphia, has received the document addressed to Captain Kinsman.

The Collector of the Port of Philadelphia, has received the document addressed to Captain Kinsman. Staats were on it engaged in removing grain from the front to the rear of the mill; Mr. C. was precipi. tated head foremost into the hopper; the grain and rubbish falling in upon him smothered him to death. Staats was not injured. The loss to Mr. Truesdell

must be very great.

Mr. Clark was a native of England. and had bee in this country about four years. What renders this accident still more afflicting, he was daily expecting his family from England. His wife and children are now on the ocean, or have arrived within a few days He was a man much respected.—[Hudson Republican.l

The laying of the corner stone of the monument to the mother of Washington, took place at Freder icksburg on the 7th inst. agreeably to the concerted arrangements.

About 9 o'clock the President was escorted from his lodgings to the Town Hall, where he was introduced to a number of citizens and strangers, who called to pay their respects to the Chief Magistrate of the Nation. The day was fine, and the occasion attracted a large concourse of persons from the ad-joining counties. The procession set out from the Town Hall at half past ten o'clock, and moved according to the arrangement of the Committee, in the order and through the several streets previously designated, to the site of the Monument.

As the procession moved up Main street, the tended line, the various uniforms of the military, the glittering arms, the music, the dense mass that thronged the side walks, the crowded windows, overlooking the whole scene, altegether presented a view grand and imposing.

Arrived at the spot, after an appropriate Prayer by the Rev. E. C. M'Guire, an Address was deliver ed by the President, and also by Mr. Bassett, the plate with the inscription deposited, and the other usual caremonies were performed. The procession then returned to the Town Hall, where the proceed-ings were concluded, and the companies separated.

PORT GIRSON. (MI.) APRIL 20.—The Indian who was convicted and sentenced for murder, at our last Circuit Court, received the reprieve of the Governor on Tuesday last. What few Indians were in the neighborhood made much rejoicing at his liberation.

It is stated by a writer in a recent number of the Galenian, that new and valuable discoveries of lead sissippi river, between the Platte and Grant Rivers, best quality, found in large bodies, and over an extensive tract of country. Among the most valuable due to stock discoveries, is a horizontal cave, the entrance of \$224,975 00. which is about 150 feet above the level of the river. It is from two to four feet wide, and from six to nine feet high. From this cave about 400,000 pounds of operation was still continued. The land is of the best quality, and covered with timber. A town, called Van Buren, (which name has also been given Union and administration members is at least tree to the miner and cave adjacent has been given. lead ore have been taken, with little labor to the mines and cave adjacent,) has been laid out, and that part of the country is rapidly increasing in population.

Choctaw Indians .- About 7,000 of these Indians is is estimated have removed during the past season. A white teacher among them represents that they presented on their journey an appearance of great The cholera made great ravages wretchedness. among them.

Sir Archy.—This famous horse has cleared fo the turf) \$70,000. He is still living, but in the extremity of old age, (in his 30th or 31st year.) His vigor is extinct. He has not shed his hair for severla years, and it has grown to the length of two or three inches. Agentleman who has lately seen him, says that of all animals he is the worst looking, and would be the last taken for the most celebrated horse ger, and a soft and delicate bed, proclaim the Pro-prietor's gratitude. The door is left open to allow his egress and ingress at pleasure, but it is observed that Archy only comes out to drink, and having done so, immediately returns to his stable.

Except those of the finny tribes, it is conjectured Afflicting Casualty.—We learn that on Wednesday shat Sir Archy's posterity out numbers that of any afternoon last, a part of the upper floor of the Flour-living animal.—[Richmond Whig.]

An Act fixing the period for closing all the letteries authorized to be drawn within this State. Passed April 30, 1833.

Whereas, John B. Yates and Archibald McIn.

tyre, assignees of all the unsatisfied lettery grants made by this State, have executed to the people thereof an agreement, bearing date the twenty-fifth day of January last, that all lottery grants heretofore made by this State shall cease and determine from and after the close of the present year, and releasing and acquitting the people of this State from all right, title and claim to continue or draw any lottery within this State after the last day of December next, provided the legislature will pass an act declaring that the lotteries authorized by this State may be contin-ued until the close of the present year: Therefore,

ued until the close of the present year: Therefore,
The People of the State of New York, represented in Senate and Assembly, do enact as follows:

§ 1. The lotteries authorized by law to be drawn within this State may be continued until the close of the present year; after the end of which period it shall not be lawful to continue or draw any lottery within this State; but all and every lottery heretofore granted or authorized within this State, shall abso-

lutely cease and determine.
§ 2. That the said agreement and release of the said John B. Yates and Archibald McIntyre, shall be filed and recorded in the office of the Secretary of State.

Mortgages on personal property.—By an act of the last Legislature, every mortgage, or a copy thereof, of personal property is required to be filed in the office of the town clerk, where the mortgager resides, or if a non-resident, where the property is at the time of conveyance. If, however, there be a county clerk's office in the city or town, then it shall be filed in his office. Such mortgage is valid as against creditors, or subsequent purchasers for one year only, unless within thirty days next preceding the expiration of the one year, a true copy of the mortgage, to-gether with a statement exhibiting the interest of the mortgage in the property, be filed as before.— [Hudson Rep.]

VERY LATE FROM CHARLESTON.—By the steam-boat David Brown, Capt. Penoyer, we have received Charleston papers to Saturday evening, 11th inst.

A Poor Story .- By a statement of the affairs of the Merchants and Planters Bank of Augusta, it ap-Galeman, that new and valuable discoveries of the Mis.

ere have been made upon the east bank of the Mis.

sissippi river, between the Platte and Grant Rivers.

available assets \$85,927 51. The only hope for so in lots county, M. T. The ore is said to be of the great a deficiency rests upon \$281,822 00 of doubtful best quality, found in large bodies, and over an exten-idebts. This statement does not include the amount due to stock holders for espital paid in, which is

A correspondent of the Augusta N. Amer zette, writes from Milledgeville, under date of the 7th counds of inst. that Judge Wayne has been elected President of the Georgia Reduction Convention. The vote stood,

> DANISH CLAIMS .- The Washington Globe of Tuesday last contains a list showing the result of every claim presented to the Board of Commissioners, under the late Treaty with Denmark. The full amount awarded in all the cases is \$2,154,425. The sum actually payable is \$670,564 78.

> Green Peas .- The Alexandria Gazette of yesterday says, that Green Peas are quite plenty in that market.—Green Peas were on the table of the Cin. cinnati (Ohio) Hotel, on the 7th inst.

Important to Mariners.—We learn from a gentle-man just arrived from St. John's, East Florida, that the lights at that place have been discontinued and the lighthouse itself will soon be taken down. This would be the last taken for the most celebrated horse of his age. His owner treats him with all possible kindness, as it would be unpardonable indeed if he did not. Prevender without stint, at rack and man ger, and a soft and delicate bed. processing the did not be unpardonable indeed if he did not. Prevender without stint, at rack and man ger, and a soft and delicate bed. processing the did not be unpardonable indeed if he did not be unpardonable ind terns, railings, and stone, have been taken down and conveyed to a safe place.—[Balt. Gaz.]

PRESETTERIAN EDUCATION BUCINESS TO MEETING THE PROJECT OF THE PROJ held last evening at Chatham street Chapel—The Hon. Theodore Frelinghuysen in the chair. The Report was read by the Rev. Mr. Patton. This So-ciety was formed in 1818. During the whole period

of its existence, it has assisted 679 young men in obtaining an education for the Gospel ministry. number now under patronage is 471, of whom, 74 are in 10 theological seminaries, 150 in 15 colleges, and 247 in 52 Academies. The number of new applicants received under patronage during the year, s 162; licensed to preach, 25; patronage withdrawn from 4. Amount of earnings by beneficences during the year, chiefl by manual labour, \$6,504 04; being an average of \$28 40 to each individual. Receipts of the year, exclusive of the above, \$23,024 56. Expended, \$24,014 56. Addresses were made by Rev. Messrs. Gilbert of Wilmington, Del., Waterman of Providence, Peters of this city, and Wisner of Boston. The House was well filled, and the ner of Boston. services were listened to with great apparent inter-

We yesterday examined, in the Exchange, the beautiful row boat constructed by Mr. Joseph Francis, for which he has secured a patent. It is about 12 feet in length, beautifully modelled, clinker built, and put together with brass screws. It can, at pleasure, be taken apart put in a small portable box, and transported from river to river and from lake to lake. It is calculated for three men or boys to row with sculls, and will carry the weight of half a dozen individuals, with tolerable comfort and safety.-[Gaz.]

Fire Engine.—An Engine remarkable for the ex-cellence of its mechanical finish and for the beauty and splendour of the ornamental work, has lately been made for the Corporation by Mr, James Smith, of 55 Elm street, and presented to Fire Company No. 23. It was yesterday placed for some hours in front of the

Exchange, and excited general admiration.

It is but instice to the mechanics and the artist em ployed, beside Mr. Smith, in the making of this Engine, to give their names to the public. The decorations were designed and the carving executed by Mr. John F. Miller, Warren street. The painting, gilding and bronzing of the body was done by Smith & Freeboan, Cherry street. The painting on the back is from the pencil of Mr. G. W. TWIRELL, N. A., a most promising young artist: it is a copy of "the Trojan Fugitives," by Jones, R. A., London, and one more

appropriate could with difficulty be imagined.

The total cost of this engine is sixteen hundred dollars, only about one-half of which is given by the Corporation, the remainder has been contributed, with laudible pride, by the members belonging to the fire company to which the engine is attached.—[Courier and Enquirer.1

M. Grothe, charge d'Affaires from Holland to Mexi co, who sailed on the 8th in the Roscoe, for Liverpool, is accused by the Mexican Secretary of State, M. Gouzales, of quitting the country to which he was accredited without the customary formality of taking leave, and of dishonouring his diplomatic character and abusing the privileges attached to it, by leaving a large amount of debts unpaid.

We publish to-day two laws from the Argus; the one relating to the mutilation of bank notes-the other restricting the trading capacities of that indefinite person, Co.

An Act to prevent the mutilation of Bank Bills,

passed April 30, 1833.
The people of the State of New York, represent. ed in Senate and Assembly, do enact as follows:

6 1. Every person who shall mutilate, cut, deface, disfigure, or perforate with holes, or shall unite or eament together, or to any other thing, any bank bill, draft, note, or other evidence of debt, issued by any incorporated bank in this state, or shall cause or procure the same to be done, with intent to render such bank bill, draft note, or evidence of debt, unfit to be re-issued by said bank, shall, upon conviction, forfeit fifty dollars to the corporation who shall be

injured thereby, 42. This act shall take effect immediately after the passage thereof.

An Act to prevent persons from transacting busine, under fictitious names—passed April 29, 1833. The people of the State of New York, represente

in Senate and Assembly, do enact as follows:
§ 1. No person shall hereafter transact business in the name of a partner not interested in his firm, and where the designation "and Company," or "& Co." is used, it shall represent an actual partner or partners.

§ 2. Any persons so offending against the prov sions of this act, shall, upon conviction thereof, be deemed guilty of a misdemeanor, and be punished by a fine not exceeding one thousand dollars.

§ 3. This act shall be published by the Secretary of State immediately, and shall not take effect until six months after its passage.

MISCELLANY.

[From the Encyclopædia Americana.] ANTHONY WAYNE,

A distinguished general in the American army was born in the township of Eastown, Chester county, Pennsylvania, January 1, 1745. His father was a farmer of great respectability, and passed a long life of usefulness to his country, having frequently occu-pied a seat in the provincial legislature, and repeat-edly distinguished himself in expeditions against the Indians. His grandfather was a warm friend of liberal principles, and commanded a squadron of dragoons, under King William, at the memorable battle of the Boyne. He emigrated to America in 1722. The subject of this eketch received a good education, though, for some time after his entrance into school he spent much more time in planning and executing military amusements, than at his books; but, in consequence of a threat of his father to consign him to the drudgery of the farm, he applied himself assiduously to study, and in mathematics, attained great proficiency. After leaving the Philadelphia academy, at eighteen years of age, he took up his residence in his native county, and commenced the business of a survey.
or, in which he acquired great reputation and success, devoting also a portion of his time to practical astronomy and engineering. On these subjects he left manuscripts, which have obtained high commendation from adequate judges. He likewise filled some county offices, and took a very active part in the preparation for the struggle which resulted in the independence of these United States. He was one of the provincial deputies, who, early in the year 1774, were chosen by the different counties of Pennsylvania to take into consideration the alarming state of affairs between Great Britain and her colonies and report concerning it; and a member of the Pennsylvania convention, which shortly after-wards assembled at Philadelphia, and excited powerful emulation in the other colonies. In the same year he was chosen a representative of Chester county, in the provincial legislature, and, in the summer of 1775, was appointed a member of the committee of safety, to whom the duty appertained of calling into actual service the associators (as they were term. ed,) and providing for the defence of the province against invasion from abroad and insurrection at home. Being desirous of serving his country in a military capacity, to which his natural bent was strong, he retired from civil employment in Sept. 1775, and raised a company of volunteers, of which the was manimously elected colonel. In January of the ensuing year, he was appointed, by congress, colonel of one of the regiments which they had resolved to raise in Pennsylvania, and, at the opening of the campaign, received orders to join the army under general Lee, at New York. Thence he proceed. ed with his regiment to Canada, and shared in the unsuccessful attack upon the enemy at Three Riv. ers (conducted by general Thompson,) on which oc casion he was wounded, and distinguished himself for his bravery and good conduct in uniting and bringing off the broken troops. After the re-treat from Canada, and the departure of Gates to join Washington's army, he was entrusted, by ge-neral Schuyler, with the command of the fortresses of Ticonderoga and Mount Independence. Feb. 21, 1777, he was promoted, by Congress, to the rank of brigadier general. He continued in command of Ticonderoga and its dependencies until the month of May, when, in consequence of his earnest solicitations, he was allowed to join the main army, under Washington, in New Jersey, where he was immediately placed at the head of a brigade, which he made every exertion to bring into the field in the highest state of discipline. After the British retreated from New Jersey, the commander in chief complimented him on his bravery and good conduct. As soon as the object of the next movement of Sir William Howe was developed, general Wayne, in pursuance of the directions of Washington, left his brigade under the next in command, and proceeded to Chester, in Pennsylvania, to arrange the militia who were to rendezvour there. In the battle of Brandywine (Sept. 11, 1777, he commanded a division stationed at Chad's ford for the purpose of resisting the passage of the column under Knyphausen. He maintained the contest with the utmost gallantry until near sunset, when, a length, overpowered by numbers, and perceiving the enemy, who had defeated the right column of the A merican army, approaching his flank and rear, he was compelled to retreat. A few days afterwards (on the 16th,) Washington determined to try the fate of an-

from Philadelphia to Lancaster, the action was com-menced with great spirit by Wayne, who led the advance. It was soon arrested, however, by a violent storm, which rendered it impossible to keep the field. On the 20th, Wayne, in pursuance of the orders of the commander-in-chief, to move forward upon the enemy, and endeavor to cut off his baggage, took an excellent position, with 1500 troops, including militia, a mile south of the Warren tavern, and three miles in rear of the left wing of the British army, whence, after being reinforced, it was his intention to march and attack the enemy's rear when they decamped. He made every arrangement to pr vent a surprize : but the British, having received full intelligence of his movement from traitors, and beng faithfully piloted by them, contrived to attack him unawares, with superior numbers, and obliged him to retreat after an obstinate resistance: but his troops formed again at a small distance. affair having caused some to attach blame to him, he demanded and obtained a court martial, by whom it was unanimously decided, that he had done "everything that could be expected from an active, brave, and vigilant officer, under the orders which he then had;" and he was therefore acquitted "with the highest honor." At the battle of Germantown, he evinced his wonted valor, leading his division into the thickest of the fight, and in covering the retreat, he used every exertion which bravery and prudence could dictate. His horse was killed under him within a few yards of the enemy's front, and he received two slight wounds, in the foot and in the hand. During a large portion of this campaign of 1777, owing to a combination of circumstances, he performed alone the duty of three general officers. About the middle of February, 1778, when the army was in winter quarters at Valley Forge, and suffering miserably from want of provisions, he was detached with a body of troops to New Jersey, in order to secure the cattle on the eastern banks the Delaware, and to destroy the forage which could not be removed, lest it should fall into the hands of the enemy. This was a most hazardous and arduous enterprize, within the limits of the enemy's lines, and in a district of country subject to his control whenever he chose to exert it; but he cheerfully proceeded to execute the orders of the commander-inchief and literally carried on a winter campaign be-yond the reach of any aid. After several skirmishes with the enemy, in all of which was successful, he succeeded in sending to camp several hundred head of fine cattle, many excellent horses, suited for cavalry service, and also in securing a quantity ef forage, and destroying much more, for the whole of which, for the well affected, he executed certificates in due form. He returned to the army about the middle of March and, with his officers and soldiers received the thanks of the commander in chief. In all councils of war, general Wayne was distinguished for supporting the most energetic and decisive measures. In that which was held before the battle of Monmouth, he and general Cadwallader were the only two of the seventeen general officers who were in favor of fighting. engagement added to his reputation, his ardor and resolution having been so conspicuous that Washington mentioned him with particular distinction in his official report to Congress. In 1779, Washing. ton, having formed a corps of light infantry, compose of a select body of troops from the different regi-ments of the army, appointed general Wayne to its command. In July of this year, he was intrusted, by the commander in chief with the execution of a de-sign which he had formed for attacking the strong post of Stony Point, on the Hudson river. details of his success in carrying the fort (on the 15th of July) by a night assault, and making the garrison prisoners with bayonets alone, without firing a single gun, we must refer to the history of the times. the attack, he was struck by a musket ball on the the attack, he was struck by a musket ball on the forehead, which grazed the skull nearly two inches in length, just under the hair. He fell, but instantly rose on one knee, exclaiming, "Forward, my brave fellows, forward!" then, in a suppressed voice, said to his aids, "Assist me: if mortally wounded, I will die in the fort." They did so, and the three entered amongst the foremost troops. The wound tortunately proved slight. The thanks of Congress, and a gold medal emblematic of the action, were presented. gold medal emblematic of the action, were presented to Wayne for his "brave, prudent, and soldierly conduct." At the end of the year 1779, the corps of light infantry was dissolved; and, soon afterwards Gen. Wayne resumed his command in the Pennsylvania line. During the campaign of 1780, he was constantly actively employed; and, in that of 1781, which ended in the capture of Cornwallis and the British forces at Yorktown, he bore a conspicuous other battle; and, both armies being arrayed in Go. British forces at Yorktown, he bore a conspicuous shen township, Chester county, on the road leading part. He was sent by Washington to take command

of the forces in Georgia, where the enemy were making formidable progress. After some sanguinary unters, he accomplished the establishment of so curity and order, and was presented by the Legisla-ture of the State with a valuable farm for his ser-Peace soon after followed, when he retired to private life. In 1789, he was a member of the Pennsyvania Convention, and an advocate of the present Constitution of the United States. In 1792, he was appointed by Washington the successer of Gen. St. Clair in the command of the army engaged against the Indians on the western frontier. It was at first supposed that his ardor would render him an unfit opponent of a foe remarkable for caution. He soon, however, proved the incorrectness of this idea. He established admirable discipline among his troops, and by his wise and prudent measures in preparing for an engagement, and the skill and bravery with which he fought and gained the battle of August 20, 1794, near the River Miami of the Lakes, he brought the war to a completely successful termination. In 1795, he concluded a definitive treaty of peace with the Indians. Gen. Wayne died in December, 1796.

ABBOTSFORD.-In the London Literary Gazette of 23d March, we find copied from this paper nearly at full length, the very interesting account of the visit paid by Prof. McVicker and his family, to the departed Genius of Abbotsford-with the following preliminary observations:

ABBOTEFORD.—At the time when a noble effort is making to preserve the mansion of Abboteford, with its literary treasures, and the specimens of art and taste collected by its late possessor, that they may remain forever in the line and name of Scott; and that generations yet unborn may have the opportunity of seeing, as they were created and formed by him, the darling abode, and sources of intellectual enjoyment, of the man who has so largely contributed to the enjoyments of his kind—we have read with great pleasure the description of a visit to Abbotsford, by pleasure the description of a visit to Abbotstord, by an enlightened American traveller, and published in the "New York American," of Nov. 23. From this interesting paper we are induced to copy the leading parts, feeling assured that the perusal of so vivid and touching a narrative will have the effect of promoting the patriotic and national object to which we have alluded. If the inhabitant of another hemisphere, in our own day, experienced such emotions and delight in exploring the spot rendered immortal by the genius of its owner, what must be the sensa-tions of his own countrymen in future ages, when they may perform a pilgrimage to the sacred scene-may witness the very works of his living hand, before they drop a tear on the grave where his mortal remains have their lasting rest in Dryburgh's mouldering Abbey!

The following interesting information respecting the progress of the subscription for the purchase of Abbotsford, is given at the conclusion of Prof. Mc. Vickar's parrative :

Having occupied so large a portion of our No. with what we trust will excuse its length by its interest

we have not room to do more than mention the pre-sent progress of the Abbotsford subscription. Within the present week, her Majesty the Queen of Spain, having previously subscribed 201. to the proposed Edinburgh monument, has transmitted another donation of 201. towards the perpetuation of Abbots ford as a family and public monument. This noble instance of royal regard for a foreign object, was communicated through the Spanish minister, le Chevalier de Cordoba, a gentleman himself of dis-tinguished literary talent, which made it the more gracious and acceptable, especially as no other con-tinental government has shown any regard for this design. Perhaps the illustrious and gratifying example may yet be followed; for Scott's memory will times, and the most remarkable phenomena that can be cherished by the people of Germany, France, and be imagined are shown to the spectators. The ap other continental nations, almost as much as among ourselves. At all events, we shall not forget the Queen of Spain.

There is to be another general meeting of the sub scribers, &c. next month, when the state of the fund will no doubt be made public; and such measures be adopted as will complete what may yet remain to be done for the full accomplishment of the proposed plan.

One of the most interesting books produced on the occasion, was recently transmitted by that estimable Scotsman, Sir Pulmey Malcolm. It is filled from the first line to the last with the subscriptions of all ranks in the squadron under his gallant command— from the pounds of the higher officers to the shillings of the jolly mates. Such a tribute is, indeed, well worthy of being bound up with the rest among the a better acquaintance with the interior.

How beautifully the common love of literature amalgamates adverse political and other opposing feelnge which belong to the busy world! An Abbotsford subscription-book has been opened by our consul at subscription-book has been opened by our cousus as Algiers, and the first name upon its page is that of the Duc de Rovigo, the personal friend of Napoleon, whose life, by Sir Walter Scott, gave so much offence to his admirers.—[Ed. Lit. Gaz.]

[For the New York American.]

Anecdote concerning Sir Walter Scott, not before published.—Contrast of taste between Husband and Wife. On a fine day in spring Sir Walter Scott and his lady sallied forth to enjoy a walk upon his own grounds of Abbotsford. In their wandering they passed through a grass field where ewes were nib-bling at the negtron each attended by one or more bling at the pasture, each attended by one or more lambs. Attracted by the sportive frisking of the lambs, Sir Walter remarked, that "there was no wonder that Poets, from the earliest ages had se-"lected the lamb as an emblem of innocence, for no"thing could be conceived more innocent than its
"lively playful gamhols." "Yes," replied Lady
Scott, "I like them very much with mint sauce!!"
Many husbands would, for obvious reasons, have allowed this incident to pass into oblivion; but Sir Walter, who seems to have thought the joke too good to be lost, communicated it to a respected neigh-bor and friend, without any injunction of secrecy. He however, considering that there might be, to a certain extent, an implied confidence in the communica-tion, abstained from giving it publicity till both the gifted Baronet and his unpoetical helpmate should be placed, as they are now, beyond the possibility of having their feelings hurt, even in the smallest degree, by its publication.

DESCRIPTION OF BRITISH SHIPS AT THE TIME OF C.E. sar's Invasion.—Their botttoms were flatter than those of the Roman vessels, that they might be the better accommodated to tide harbors and to a shoal coast; and they were elevated both at the prow and the poop, because that mode of building was then deemed best adapted for stormy seas. They were constructed wholly of oak for strength; the anchors were secured by iron chains instead of cables; and the sails were made of skins and thin leather, either because the people were not acquainted with the use of linen, or because it was erroneously supposed and this was thought by Cæsar to be more likely; that no weaker material could withstand the winds to which they were liable in these parts. It was by disabling their rigging that he defeated them; and this he effected by affixing keen bill-hooks to long poles, and catching with these the ropes whereby their sails were fastened to the mast : this hold hav ing been caught, the Roman rowers put forth all their strength, and when the tackling was cut the ship became unmanageable. Thus the Romans obtained a victory which they knew not how to seek by any other means; for the beaks of their galleys could make no impression upon the strong oak timbers of the Gauls and Britons; and even when they set up towers, the enemy looked down upon then from their lofty poops, and threw their weapons with advantage. An opportune calm enabled Cæsar to complete his success, when the ships which had saved their cordage endeavored to make off; and of two hundred and twenty sail, of which the allied fleet consisted, so few escaped, that their naval force was in that action destroyed .- | Southey's Naval History of England.]

Hydro Oxygen Microscope.—An exhibition has just been opened in London, which combines the wonderful with the instructive in an extraordinary degree. By a very ingenious philosophical application of an intensely brilliant gas light, the whole effect of a solar microscope is constantly produced, independent of atmosphere or cloud. The most minute objects in nature are magnified many hundred thousand be imagined are shown to the spectators. The appearance of living animals in drops of water are enough to astonish the thirst for that liquid into adjuration. We cannot recommend to old or young a more curious and impressive half hour's disposal of time than in witnessing the whole of this very scientific and entertaining exhibition.

LOBSTERS.—Southey mentions in his Naval History that "naval war, since the introduction of gunpow-der, has affected the lobsters. After a great naval action the fishermen say that those on the adjacent coast are found to have cast their claws, and for a while they forsake those parts."

Foreign Journals.—By Colombo papers, to October 13, we learn, that the mail coach travelling introduced into Ceylon continues to open the way to

POETRY.

THE MOTHER OF WASHINGTON.—By Mrs. Sigourney.

THE MOTHER OF WASHINGTON.—By MRS. SIGOURNEY.

[Fiven the Political Areas.]

OH LAYING THE CORNER-STONE OF THE MONUMERT OF MRS.

WASHINGTON.

Long hast thou slept unnoted! Nature stole
in her soft ministry around thy bed,
And spread her vernal coverings, violet-gemm'd,
And pearl'd with dews. She bade bright Summer bring
Gifts of frankincense, with sweet song of birds,
And Autumn cast his yellow coronet
Down at thy feet,—and stormy Winter spake
Hoarsely of Man's neglect.

But now we come
To do thee homage,—Mother of our Chief!—
Fit homage—Such as honoreth him who pays.

Methinks we see thee, as in olden time,—
Slimple in ga. b—majestic and serene—
Unaw'd by' pomp and circumstance'—in truth
Inflexible,—and with a Spartan seal
Repressing Vice, and making Folly grave.

Then diest not deem it Woman's part to waste
Life in inglorious sloth, to sport awhile
Amid the flowers, or on the Summer wave,
Then fleet like the Ephemeron away,—
Building no temple in her children's hearts,
Save to the vanity and pride of life
Which she had worshipp'd.

Of the might that cloth'd
The 'Pater Patrize,"—of the deeds that won

Save to the vanity and pride of life
Which she had worshipp'd.

Of the might that cloth'd
The "Pater Patriz,"—of the deeds that won
A nation's liberty, and carth's applause,
Making Mount Vernon's tomb a Mecca-haunt
For patriot and for say, while time shall last,
What part was thins, what thanks to thee are due,
Who 'mid his elements of being wrought
With no uncertain aim—nursing the germs
Of godlike Virtue in his infant mind,
We knew not—Heaven can tall.

Rise, noble pile!

And shew a race unborn wno rests below,—
And say to Mothers, what a holy charge
Is theirs,—with what a kingly power their love
Might rule the fountains of the new-born mind—
Warn them to wake at early dawn, and sow
Good sead before the world doth sow its tares,
Nor in their toil decline,—that angel-hands
May put the sickle in, and reap for Gon,
And gather to His garner.

Ye, who stand,
With thrilling beest and kindling sheek this room

May put the sickle in, and reap for wor.
And gather to His garner.
Ye, who stand,
With thrilling breast, and kindling check, this morn,
Viewing the tribute that Virginia pays
To the blest Mother of her glorious Chief,
Ye, whose last thought upon your nightly couch,
Whose first at waking, is your cradled son—
What though no dazzling hope aspires to rear
A second Washingtonon—or leave your name
Wrought out in marble with your country's tears
Of deathless graittide,—yet may ye raise
A meanment above the Stars—a soul
Led by your teachings and your prayers to Gos.
L. H. S.

CHILDHOOD.

We come to being from the night,
As cometh forth the morning light;
The world is beautiful and new,
The earth is filled with flowers and dew;
Birds loudly sing on wing and spray,
And we more merrily than they.
We gather strength, we run, we leap,
Find joy in every thing—and steep.
With mirth and beauty hand in hand,
We take poss solon of the land:
Life thes is surely not a breath—
What thes has it is to do with death?
A mother's love, her smiles, her tears,
Are with us in those bismed years;
The seeds of fond affection sown
In youth, that strong in age are grown;
Love, that in part her love repays,
Her solace in declining days;
Warmth, light in age's wintry gloom,
Fair stars, sweet blossoms to the tomb.
Then knowledge comes with manhord's noon,
With care and sorrow—all too soon.
The springs of mystery are unsealed,
Whate'er was hidden is revealed:
A common vision is the spring;
The rainbow is a common thing;
The morning and the sunset skies
Are gazed on with familiar eyes;
The reign of wild delight is o'er,
And the bright earth is heaven no more!

R. Howert.

-The following is a translation from one of the best fables of this distinguished writer :-

est fables of this distinguished wi

The Ase and the Futte.

As through a field a merry ass
In search of thisties chanced to pass
A shepherd's flute forgotten lay
Direct, by chance, in Grizzle's way,
And as again he stops to feed,
His breath, by chance, inflates the reed.
Sudden th' unusual sound he hears,
Astonished Grizzle pricks his cars,
And proudly said or seemed to say:
"Oh, oh! how well this flute I play?
Will mortals still our music slight?
Egad! I'll bray from morn 'till night."
Manal.

A fool, without a claim to wit,

Mearl.

A fool, without a claim to wit,
May once succeed the mark to hit;
And should success be crowned with praise,
Enough—the ass for ever brays.

A vixen wife who felt the horsewhip's smart,
Ran to her father, begg'd he'd take her part;
"What is year fault," said he: "come state the case,"
"I threw some coffee in my husband's face,
For which he heat me!" "Beat you, did he! 'shife!
It's beat my daughter / zounds! I'll heat his wife.
If for such fault he gives my daughter pain,
Come but his wife—I'd heat her home again."

MEARINE AGES.

On the 7th inst. at West Town, Orange Co. N. Y. by the Rev. Mr. Depew, James M. Taylor, Merchant, of New Orleans, to Miss Hannah Robamond, second daughter of Caleb Howell, Esq of the former place.

Yesterday morning, in Grace Church, by the Rev. Dr. wainwright, William P. Van Renserlare, of Albany, to Eliza Bayard, youngest daughter of B. W. Rogers, Esq. of this city. Wednesday morning, 15th instant, by the Rev. Dr. McAuley, Oliver Bronson, M. D. to Miss Joanna Donaldson, both of this city.

DEATHS.

Wednesday night, 8th instant, at 11 o'clock, after a lingering kness of 8 months, Robert Matthews, Printer, a native of

sickness of 8 months, Robert Matthews, Finner, a market of Guernsoy.

On Thusday evening, at the house of L. Baker, Esq. Mrs. Swaar U. Niemcerviez, wife of Julia Urtin Niemcerviez, of Poland, aged 74.

Lagt evening, Event C. Littell, of the complaint of the langs, in the 38th year of his age.

This morning, Grokes Clement, infant son of Dennison and Maria Williams, in the 58th year of his age.

This morning, Mrs. Elizabeth Jones, in the 58th year of

This morning, Mrs. ELIZABETH JONES, in the 56th year or her age.

Last evening, Mary Perrall, aged 27 years.

On Sunday morning, after a long sud painful illness, which he bore with christian fortitude, Mr. G. W. Tyler, (son of Mr. William T and grandson of the celebrated comedian) in the 19th year of his age. Having devoted himself to the time arts, and furnished promise of great professional excellence, his good qualities have endeared him to his associates, and left a durable claim to their sympathetic recollection.

At Barcum's City Hotel, Baltimore, on Monday night last, P. Van Berck Vollenhooven, Eq. eno of the chief of the old and respectable house of Van Beeck Vollenhooven, of Amsterdam. He retired at his usual hour, and was found dead in the morning apparently in the same position in which he had reclined. He was a young gentleman of highly engaging mind and manners, and in his whole tour through the United States, was universally a favorite in the highest circles of society.

At the residence of her brother-in law M. J. Myers, Esq., Mobile, on the 32d uit., Miss Mary Anna, daughter of the late Abraham Reynolds, of this city.

Report of Deathe—Were ending Saturday, May 11.

REPORT OF DEATHS-WEEK ENDING SATURDAY, MAY 11.

90	and	100 0	50 and	60— 2	10 a	ud 90— 3	
80	and	90 2	40 and	50— 8	5 a	nd 10— 4	
70	and	80 2	30 and	40— 6	2 a	nd 5—10	
60	and	70 6	20 and	20—10	1 a	nd 9— 5	
		Of a	nd under	one year	16 202		

Total, 91—22 men, 14 women, 32 boys, 23 girls.

A 1	Inflammation of brain 1
Asphyxia 1	T. C
Cancer 1	Tunamination of cheat T
Casualty 1	Insanity 1
Castany	Intemperance 1
	Tunemberance
Convulsions 6	Maresmas 4
Cramp in the stowach 1	Mortification 1
Diarrhose 2	Old age 2
Dropsy in the chest 1	Palsy 1
Dropey in the head 6	Peripnuemony 6
Diohah w che near	Sore throat 1
Pever 1	
Fever, bilious remittent 1	Spasios I
	Stillborn10
Pever, intermittent 1	
Fever, typhus 1	Tabes Mesenterica 1
Hives or croup 1	Unknown 1
Triamor cronh	Whooping cough 3
Inflammation of bowels 4	AA HOODING COURT
ABM. D. S	EPHENS, City Inspector.

RAILROAD NOTICE.

MAILEMAN MOTICE.

To The subscriber having been appointed by the General Assembly of this State, at their session in New-Haven, in May last, to call the first meeting of the "Boston, Norwich and New-Loudon Bailt-and Company," hereby gives notice that the first meeting of said Corporation will be holden at Giark's Hotely in the city of Norwich, on Wednesday the 19th day of May next, at 3 o'clock in the alternom.

Nurwich, Conn. April 22, 1883.

mis 3c.

OTINEBAUG BANK.

QUINEBAUG BANK.

The Commissioners appointed to receive subscriptions to the Capital Stock of the Quinebaug Bank, will open the books for that purpose, at Cark's Hotel, in the city of Norwich, on Wednesday the \$2th day of May, at 9 clock, A. M. At the time of subscribing, an instalment of ton dollars will be required to be paid, in gold or silver, or in bank notes of any bank in the state of Connecticut, or of the Bank of the United States, or of any DENNIS KIMBERLY,

EBEN. JACKSON, Jr.

J. G. W. TRUMBULL,

JEDEDIAH HUNTINGTON

SAMUEL INGHAM,

Nerwich, Conn. April 24, 1833.

m18 3t

TO DIRECTORS OF RAILWAY COMPA-MIES AND OTHER WORKS.

An Engineer lately from England, where he has been employed in the location and execution of the principal railways in that country, wishes to engage with some company in the United States.

United States.

From his practical knowledge of the various kinds of motive power, both of stationary and locomotive engines, also the construction of railway carriages of many descriptions, he has no death that he would prove of efficient service to any company having works now in progress.

Letters addressed to W. E. G. 35 Wall street, or to the care of Wm. E. F. Jacques, 90 South street, will be punctually attended to. Most satisfactory reference can be given.

HOVELTY WORKS,

Near Dry Dock, Now-York.

**THOMAS B. STILLMAN. Manufacturer of Steam
Engues, Beilers, Bailroad and Mill Work. Lathes, Pressee,
and scher Machinery. Also, Dr. Notte Patent Tutular Boilers, which are warranted, for safety and economy, to be superier to any thing of the kind heretofore used. The fullest
assurance is given that work shall be done well, and on reasonable terms. A share of public patronage is respectfully
mills.



MECHANICS' MAGAZINE,

AND

Register of Inventions and Improvements.

To the Mechanics of the United States To the Mechanics of the United States.—In this populous and enlightened country, almost every description of persons can obtain knowledge and amusement, connected with their peculiar pursuits, through the Medium of the Journal or Magazine especially devoted to their interests. The Theologian, the Farmer, the Philosopher, the Sportsman, and even the Plough-Boy, has each his journal, where he can find a record of the passing events of the day, connected with his peculiar avocations, and recreation. Hitherto, the Mechanics (who form a large and most important portion of the community) have and recreation. Hitherto, the *McCatalics* (who form a large and most important portion of the community) have had no Journal to which they could turn, with the certainty of finding that information they desire—no periodical, of which they could with confidence say,

"THIS IS OURS, AND FOR US."

In the kepe that the attempt to supply such a want, at a price so reasonable as to be within the reach of all, will price so reasonable as to be within the reach of all, will meet with your active support, the subscriber proposes to publish on the first day of each month a "Mechanics' Magazine." It will contain a well digested selection of the most useful and interesting articles from the London Mechanics' Magazine, London Register of Arts and Sciences, Repertory of Inventions, Library of Useful Knowledge, Journal of the Franklin Institute, and other works connected with the Arts and Manufactures published in this country and in Europe, accompanied with numerous well executed engravings. Its pages will be open for the communications of all, and especially for those of the Practical Artisan, to whose interests it will be more particularly devoted.

The "Mechanics' Magazine" will contain also a due portion of the occurrences of the month, Scientific and Literary, Reviews of Books, Anecdotes, Economical Receipts, Reports of the state of Mechanics' Institutions, and other Scientific Societies in this and other countries.

Scientific Societies in tals and other countries.

307 In order that the work might be produced to the entire satisfaction of those for whom it is designed, and with credit to myself, I have secured the aid of a gentleman who was for several years engaged in publishing the London Mechanics' Magazine—a work of great ment and extension, and which Dr. Berkbeck, the President of the London Mechanics' Institution pronounced as the most valuable gift the hand of science ever offered to the Artizan

Each succeeding number will contain 64 pages, handsome by printed, and attached in a neat cover. Six numbers will form a volume, for which an Index and Title-page will be supplied, and also a Portrait of some distinguished Mechanic, as a Frontispiece.

Terms, \$3 per annum, in advance.

D. K. MINOR, 35 Wall street, New-York. *.* No 4 (for April) is just published and reedy for de

G. LANSING, Engraver on Wood, 35 WALL STREET.

All kinds of Machinery correctly drawn, and neat

PATENT RAILROAD, SHIP AND BOAT
SPIKES.

35 - The Troy Iron and Nail Factory keep constantly for sale a very extensive assortment of Wrought spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Mackinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

Railroad Companies may be supplied with Spikes having countersink heads suitable to the holes in iron rails, to any amount and on short notice. Almost all the Railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

37 All orders directed to the Agent, Troy, N. Y., will be punctually attended to.

HENRY BURDEN, Agent.

HENRY BURDEN, Agent. Troy, N. Y. July, 1831.

Bpikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal from Merchants in Abany and Troy; J. I. Brower, 222 Water street, New York: A. M. Jones, Philadelphia; T. Janviers, Baitimore; Degrand &

M. Jones, Philadelphia; T. Janviers, Battimore; Degrand & Smith, Boston.
P. S.—Railroad Companies would do well to forward their orders as early as practical, as the subscriber is desirous of exceeding the manufacturing so as to keep pace with the daily increasing demand for his Spikes.
J 328 iam
H. BURDEN.

13- TOWNSEND & DURFEE, of Palmyra, Manu facturers of Railroad Rope, having removed their establishment to Hudson, under the name of Durfee & May, offer to supply Rope of any required length (without splice) for incilined planes of Railroads at the shortest notice, and deliver them in any of the principal cities in the United States. As to the quality of Rope, the public are referred to J B. Jervis, Eng. M & H. K. B. Co., Albuny: or James Archibash. Engineer Hudson and Delaware Canal and Railroad Company, Carbondale, Luzerne county, Pennsylvania.

Hudson, Columbia county, New-York,
January 29, 1833.

warranted.

Leveling Instruments, large and small sizes, with high magnliying powers with glasses made by Troughton, together with
a large assortment of Engineerine Instruments, manufactured
and sold by E. & G. W. BLUNT, 134 Water street,
J21 6t corser of Maid-nlane.

SURVEYORS' INSTRUMENTS.
ompasses of various sizes and of superior quality,

ENGINEERING AND SURVEYING
INSTRUMENTS.

The subscriber manufactures all kinds of Instruments in
his profession, warranted equal, if not ruperior, in principles of
construction and workmanship to any imported or manufactured is the United States; several ci which are entirely news
among which are an improved Compass, with a 1 e escope attached, by which angles can be taken with or without the use
of the needle, with perfect accuracy—also, a Railroad Gonlomnter, with two Telescopes—and a Levelling Instrument, with a
Gonlometer attached, particularly adspired to Railroad purpuess. Wathematical Instrument Maker, No. 9 Dock street,

Mathematical Instrument Maker, No. 9 Dock street, Philadelphia.

The following recommendations are respectfully submitted Engineers, Surveyors, and others interested. Bakimore, 1837.

In reply to thy inquiries respecting the instruments manufactured by theo, now in use on the Baltimore and Ohio Baltimore, 1832.

In reply to thy inquiries respecting the instruments manufactured by theo, now in use on the Baltimore and Ohio Baltimord. I heerfully farnish thee with the following inferomation. The whole number of Levels now in pussession of the department of construction of thy make is seven. The whole number of the "improved Compass" is eight. These are all exclusive of the number in the service of the Engluser and Graduation Department.

Both Levels and Compasses are in good repair. They have a fact needed but little repairs, except from accidents to which all instruments of the kind are inside

I have found that thy patterns for the levels and compasses have been preferred by my assistants generally, to any others in use, and the improved Compass is superior to any other decription of Gosiometer that we have yet tried in laying the rails on this Road.

on this Road.

This instrument, more recently improved with a reversing telescope, in place of the vane sights, leaves the engineer scarcely any thing to devire in the formation or convenience of the Compass. It is indeed the most completely adapted to later at angles of any simple and cheap instrument that I have yet seen, and I cannot but believe it will be preferred to all others now in use for laying of rails—and in fact, when known, I think it will be as highly appreciated for common surveying.

Respectfully thy fr.end,

JAMES P. STABLER, Superintendant of Construction of Baltimore and Ohio Railroad.

Philadelphia, February, 1833.

Having for the last two years made constant use of Mr.

Young's "Patent improved Compase," I can safely say I be
lieve it to be much superior to any other instrument of the kind,
ow in use, and as such most cheerfully recommend it to Eaincers and Surveyors.

E. H. GILL, Civit Engineer.

ineers and Surveyors. E. H. (MLL, Civit Engineer.

Germantown, February, 1833.

For a year past I have used instruments made by Mr. W. J.

Young, of "thisalelphia, in which he has combined the properties of a Theodolite with the common Level.

I consider these instruments admirably calculated for laying but Railroads, and can recommend them to the notice of Engineers as preferable to any others for that purpose.

HENRY R. CAMPBELL, Eng. Philad, milly German and Norrist Railroad

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2 cases Gum Arabic

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10 cases light and dark ground Prints
do do. 3-4 and 6-4 colered and black Merinos
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4 do. Italian Lustrings
3 do White Satteens
4 do. White Quithings
10 do. Borrie's Patent Thread, No. 22 and 25
do. Super high col'd Madras Hdkis, ent. to debenture
100 pieces Fine English Shoetings, for city trade
3 cases Cantoon Cortes
2 do. Super blue, black, and colored Cloths—selected expressly for Merchant Tailors
25 bales low priced poin Blankets.

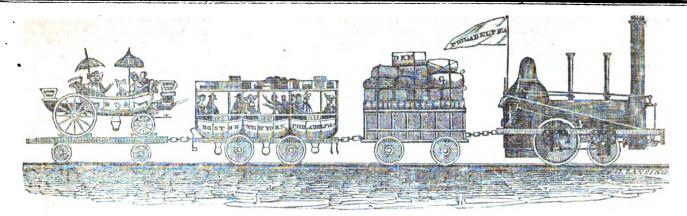
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PAPER—
IMPERIAL AND ROYAL—From the celebrated Saugarties
Mills, of the following sizes, all put up with 490 perfect sheets
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Also—All the old stock of Medium will be sold at very reluced pricec, to close sairs, tne Mill having discontinued making that description of paper.

Ing that description of paper.

ALSO,
Chinose Colored Paper—for Labels, Perfumery, &c.
5 cases each 1800 Sheets Colored Paper
2 do do do de do superfine
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3 do do do plain Gold do
2 do do do plain Silver do
2 do do do Silver do with ted tigral

do do do do do do with red figures Bilver Gold do Gold do Silver co.



AMERICAN RAILROAD JOURNAL, INTERNAL AND ADVOCATE

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

D. K. MINOR, EDITOR.]

SATURDAY, MAY 25, 1833.

[VOLUME II.-No. 21.

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Summary Miscellany.....

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, MAY 25, 1833.

GREAT WESTERN RAILROAD.—We would ask the attention of those of our readers who are at all interested in the prosperity of the city and state of New-York, to the communication of "G. Jr." in this number of the Journal, upon the subject of the Great Western Railway. It is a work of great importance to New-York, one in which every New-Yorker should feel deeply interested, and we therefore cheerfully join with our correspondent in saying, " go on."

SOUTH CAROLINA RAILROAD REPORT.-The last Annual Report of ALEXANDER BLACK, Esq. which will be found in this number of the Journal, gives us the desired information relative to the South Carolina Railroad. We have of late heard many inquiries relative to the condition and prospects of this road, and are therefore gratified to be able to give an answer so favorable as that which may be gathered from this Report. In order to give a fair view of the advantages and privileges of this company, we also give the 1st and 11th sections of the act of incorporation, from which it will be at once seen that their privileges are very extensive, and secured for a long period.

When we reflect for a moment upon the ex-

lantic, we cannot but believe that the stock will | same, be regarded as common carriers. And become exceedingly valuable.

Section 1. Be it enacted by the Honorable the Senate and House of Representatives, now met and sitting in General Assembly, and by the authority of the same, That the Company provided for in the aforesaid act, and hereinafter more especially incorporated and authorized, shall, and may direct and confine their first efforts and enterprise to the formation and completion of the rail communication be-tween Charleston and the Savannah river, at or near Hamburg, and other points or places on the said river, by branch or branches of the said railroad, in the manner hereinafter mentioned; and when such communication shall be completed, or before, if the said company shall find it practicable and advantageous, they shall have power and authority to lay off and construct branches thereof, to Columbia and Camden, or to the most convenient points at or near these towns, or otherwise to construct railroad or railroads between these two towns and Charleston; and the right to make, keep up, and employ such railroads, shall be vested in the company herein and hereby incorpora-ted exclusively; and for the term of time hereinaster mentioned, no other communication between Charleston and Savannah river, at or near Hamburg, or the waters of the Savannah river, or the towns of Columbia and Camden, or to any point on the rivers at or near the same, by other railroads, or newly constructed canals, shall be constructed by or under the authority of this state.

Sec. 11. And be it further enacted by the authority atoresaid, That the said South Carolina Canal and Railroad Company shall, at all time.., have the exclusive right of transportation or conveyance of persons, merchandise, and produce, over the railroad and railroads, and canals, to be by them constructed, while they see fit to exercise the exclusive right: Provided, That the charge of transportation or conveyance shall not exceed thirty-five cents per hundred pounds on heavy articles, and ten cents per cubic foot on articles of measurement, for every one hundred miles, and five cents per mile for every passenger: Provided always, That the said Company may, when they see fit, rent or farm out all or any part of their said exclusive right of transportation or conveyance or other company, and for such term as may be agreed upon, subject to the rates above mentent of its privileges, the enterprise of those engaged in its construction, and the wide extent of country for which it is destined to become the medium of intercourse with the At-

it shall be lawful for the said Company to use or employ any sections of their intended railroad, subject to the rates before mentioned, before the whole shall be completed, and in any part thereof, which may afford public accommodation for the conveyance of persons, mer-chandise, or produce; and also to lay off and construct, and put in operation and use, any branch or branches of the said railroad, so as to communicate with the waters of the Savannah river, or navigable waters of the Edisto or its branches, subject to the aforesaid rates of trans. portation. And the said Company shall have power to take, at the store-houses they may establish on or annexed to their railroad, all goods, wares, merchandises and produce intended for transportation or conveyance, prescribe the rules of priority, and charge such just and reasonable terms and compensation for storage and labor, as they may by rules estab-lish, (which they shall cause to be published,) or may be fixed by agreement with the owners; which compensation shall and may be distinct from the aforesaid rates of transportation.

THE ERIE CANAL.—We are gratified (says the Albany Argus of Wednesday) to learn that the breaches in the canals have been all repaired, and that the entire line of the Erie canal is now navigable. The packets arrive at and depart regularly from Schenec. tady. Much credib is due to the superintendants of repairs, for their activity in preventing and promptitude in repairing injuries by the late rain. Under their supervision, the amount of damage to the canals, compared with what might have been amicipated, is very trivial.

There are 1681 Canal Boats that ply on the Eric canai. 300 of these are said to belong to Cayuga Lake alone.—[Alb. Adv.]

Homer and Steam .- At the ninth and .. versary of the London Mechanics' Institution, Dr. Birkbeck, in awarding a prize of £20 for the best essay on steam, observed, that the author had discovered several notices of the power of steam by the ancients, which had escaped preceding writers. He had also detected, in the eighth book of the Odyssey, a probable allusion to steam navigation:

"So shalt thou instant reach the realms assigned, In wondrous ships, self-moved, instinct with mind. No helm secures their course, no pilot guides; Like man intelligent they plough the tides; Conscious of every coast and every bay, That lies beneath the sun's all-seeing ray. Though clouds and darkness veil the encumbered sky, Feerlags through darkness and through clouds they fly Fearless through darkness and through clouds they fly, High tempests rage, high roll: the swelling main,—
The sea may roll, the tempests rage in vain."

Digitized by

Some Remarks respecting our Western and || business, of trade; and if we can, by a good || sect every corner of these counties.

Since the first agitation of the question of a great Western Railroad, from the city of New-York, through our southern counties, to Lake Erie, there has been at times much excitement expressed by the community upon this important subject. A subject we will venture to declare of more vital importance, not only to our city, but to our state, has not, since the first projection of that living artery, the Erie Canal, been held before the public consideration. But, unfortunately for us, within the last year, the public mind has been so much distracted by general, political, and, at times, opposing interests, that the subject for the present appears to

At the Kaatskill, upon the Hudson river, ridge of mountainous district commences, and extends in greater or less elevation, with a broad sweep through Madison county, and then southerly again, across the whole state. The only break worthy of importance along its whole extent is the gorge of the Beaver Creek and Cattatune, showing, from Ithaca, at the head of Cayuga Lake, in Tompkins county, to Owego, on the head waters of the Susquehannah river, the present route of the Ithaca and Owego Railroad: so that you will at once observe, that from the westerly portions of Green. Ulster, and Sullivan, and so through all the southern and more western tier of counties, we are, in a commercial point of view, entirely deprived of any communication, either by canal, good road, or navigable water, with the grand focus of the wealth of the Statecity.

These counties, especially the more western, are in richness, depth, and fertility of soil, not surpassed by any, either in the country or state; and some of them possess immense resources in quarries of an excellent quality of white and grey granite, limestone, and gypsum.

Every moment that we procrastinate is an age of interest against us. Baltimore, that city whose enterprise and public spirit is so justly Utica to Watertown, in Jefferson county, (latecelebrated, is now, this very moment, drawing ral arms these of powerful strength and extent, increased resources from out the very bosom of some of our western and richest counties in the state!

The Susquehannah, whose head waters The Susquehannah, whose head waters branching out in navigable and many courses, look upon and embrace our frontier, is every be made, but thus far, and without other aid, season whirling down its rapid tide the rich produce of not only Alleghany, Tioga, Steu-ben, Broome, and Delaware, but since the canal from Seneca Lake to Newtown, is extending its trade in Ontario, Yates, Seneca, and Tompkins; the three latter counties, especially, considered the garden of our State. And now that the Ithaca and Owego railroad will have overcome the former heavy and expensive carrying pass, it will, like a funnel, draw wealth and business down the Susquehannah, even the very produce of Erie and Genesee!

This is not imagination: I call upon every person conversant in our western trade to agree with me; it is not that we have looked upon this fair and productive soil, and that the pitiful jealousy of seeing its rich produce borne onward to Baltimore, Philadelphia, or any other place, has caused me to regret that its richness has gone that way, nor is it either that the trade will continue to go to any of these places; but it is that I would rather that it should come here.

Competition, we are told, is the very soul of hannah.

Pennsylvanian Counties, and the Means of and profitable investment, draw resources to aca Railroad, continued through Ovid to Ge-Communication with them. By G. Jr. [For our own house—if we can do this, too, with the American Railroad Journal.]

greater ease, in less distance, and with less ex. other routes to Buffalo. In fact, we cannot greater ease, in less distance, and with less expense, than others can draw it to them, (and if you will look at the map of our state, or visit pute the number, nor hardly where these little the remarked sections of country, you will, I am convinced, say with me that we can,)—let us up while we may, and about it.

Taking Owego, (which, if our contemplated road go into operation, will be the Utica of the route,) as the general and most proper one point of calculation, and that too at which the computed distance, reckoning from Baltimore and New-York city, would meet, we have, by following either of our proposed courses, and the this subject, and is perhaps possessed of more bed of the Susquehannah, a balance of 50 or 60 miles in our favor.

Some persons I have heard who consider Philadelphia as the great rival of New-York city in the benefits resulting from the improve-

communication come out, they are at just such distances from any one point of our own, that

any information from thence will rather benefit than injure *our* enterprise.

Who, conversant with the topography of both states, and acquainted with such matters, neighbor, a line of Railway from Philadelphia its proposed route, appointing meetings, and to Owego? I would, were I assured of our present inert, and, shall I say, culpable procrastination of our western railway for ten years was successfully chartered the following sestimation of our western railway for ten years present inert, and, shall I say, culpable procrastination of our western railway for ten years to come, recommend a route of way along the Hudson and canal, and so join the Ithaca road through the Cattatunc gorge: I repeat, were we to procrastinate ten years longer. Let us look into the advantages of the contemplated route: We will take the one running through ing for Government to commence, it has rein Owego. Let us begin at the south, Here we would have the Paterson trade; that the and defended, by a few public-spirited men, iron, and Goshen, and Neversink trade, a great that the President and Directors of the West-share of the lumber and ore trade of the Jerseys; ern Railway, and one or two more pubshare of the lumber and ore trade of the Jerseys; ern Railway, and one or two more pubnew mines of wealth would be opened, and lic-spirited individuals. Every one seems to speculations would be profitable in the soil and produce of Sullivan, Delaware, Broome, and so on, along the whole line far west. Property would be brought out, and cultivation where is a wilderness.

ral arms these of powerful strength and extent, ral arms these of powerful strength and extent, ral arms these of powerful strength and extent, ral arms these of powerful strength and extent, ral arms these of powerful strength and extent, rand rand in the Binghampton lumber work. I know its difficulties, but he shall be cheered on. I have pioneered in some places and in time much farther,) by the Ith you to join with me in saying—Go on—go on!

G. Ja. will suffice to cut off the Baltimore trade.

When we arrive here we can branch off with profitable advantage far into Pennsylvania, some way down the Genesee, and so continue our direct line on to Portland, upon the shores of Lake Erie.

The whole route to Owego completed, the merchant at New-York city would get his prolater in winter, earlier in the spring, and at a cheaper rate than now

If we look around this section of coun try, we will find chartered railways in every direction, waiting but for our great road to inter-

The Ithbut vigorous finebrise would extend to.

I have not entered into any particular calculations of the amount of the present, or probable trade; my intention is a communication to the public of such considerations as have come within my own observation. Such matters as those other I conceive to be the peculiar province and privilege of that gentleman who has probably bestowed more attention upon general practical information (I will not yield to him in an interest in) respecting the route than any other individual—I mean Mr. Engineer De Witt Clinton.

As far as an interest in its construction along ments in the west. For my own part, I know its proposed route may be satisfactory to those not in what, nor about where, this rivalry will engaged in its welfare, I am assured, partly by be, for if you will observe the face of the re-observation, and in particular by the committee marked country, where their feasible points of appointed from Tompkins county, (those two intelligent gentlemen, Judge Geer, and Mr. Bloodgood, the President of the Ithaca and Owego Railroad,) that along its whole route from Owego to New-York city, the inhabitants were rejoiced at its proposition. Mr. B., with a laudable spirit and generosity, travelled in the would advise, for the benefit and interest of our fall of 1831 through every principal town along sion of the Legislature.

From a want of decision in the exact route, from disputing whether it shall commence here or commence there, and from a very inert, though, strictly speaking, a just delaying, waitthe north-eastern corner of Pennsylvania, and mained in pretty much the same state up to connecting itself with the Paterson road. All the present moment. The whole moment of proposed routes that I have heard of yet, meet this great national Appian way has with a be in favor of it, but no one will act.
This should not be so. Why should New-York wait for Government to help her? Away with Government patronage; it is wery go but let others beg for it who need it more than We have always got along without it, and still can. I aim, then, that we go to work on "our own hook." Call in your instalments

April, 1833.

Report of ALEXANDER BLACE, Commissioner, to the Stockholders of the South Carolina Canal and Railroad Company.

To ELIAS HORRY, ESQ. President:

SIR,—Having in my communications to the Directors, at their stated monthly meetings, furnished them with all the facts in relation to duce to market from Rochester, by the way of the road, requiring their consideration and dithe Ithaca road, in from 2 to 24 and 3 days; rection, I shall, at present, omit every thing rection, I shall, at present, omit every thing but what is necessary to enable the Stock holders to form an opinion as to the future prospects of the enterprise, appending data which will enable every one to judge for him-self. My recent visit of examination on the western division of the line has enabled me to arrive with greater accuracy at the results stated in the summary. The execution of the work throughout this division of the line is of a very substantial and superior character, especially through the valleys of Horse and Wise creeks, where extensive sections of the trues work have been substituted for the piling construction. In some cases the elevation of the

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^{*} When I was in Baltimore last November, I took considerable pains in inquiring into the Susquehannah trade of that city—found large and extensive store-houses rising up, the growth of its budding richness, and not a single individual whom I could hear of had regretted his investment of capital in that trade; on the contrary, I was told it was "a chief hope" of that city's prosperity. I have since been informed, that the last Maryland Legislature chartered a railway to run north along the Susquebannah.

grade of road above the surface of the country || opening a communication between the court-|| in relation to the performance of the locomorendered this mode of construction indispensable, and in other cases, where the soil consists of soft mud, ten or twenty feet below the natural surface, its adoption was judicious, as the most effectual mode of acquiring solidity of foundation, and stability of structure. But there are portions of the work where a more economical mode of construction than that adopted would have answered the purpose, and comported better with the fiscal means of the Company. To the above causes may be ascribed in part the unexpected excess of expenditure over the estimated cost, on this division of the road, of which the Board were not duly informed, and consequently had not provided Though this excess may cause a temporary inconvenience, and has disappointed our expectations, yet it is a matter of regret that the means of the Company did not permit the introduction of this mode of construction in many places through swamps, difficult of access, either for repair or renewal, where the piles are used. There will be required to complete the work on this division of the line, \$20,000, including \$7,000 due the contractors and for back wages to the hands, and also \$2,-500 for the stationary engine-house: this amount however, does not include the construction of a depository, work-shop, &c. at Hamburg, the cost of which will be decided by the style of finish and size which the Board may consider

A statement showing the actual cost of every department of the work, and of each branch of service, is now preparing. The classifica-tion of the accounts, by separating each item from the general account, and carrying it to its appropriate head, is nearly completed: without this statement it will be impossible to explain in a satisfactory manner the apparent discrepancy between the amount expended and the estimated cost of the road. Considerable sums have been judiciously invested, and other amounts necessarily expended, on objects not taken into consideration in forming the original estimate, nor chargeable to the cost of the road or the machinery used on it. I shall advert to

a few cases, out of many, to sustain this remark. There is invested in lands and improvements, \$15,588 25, and in negroes \$6,146 00. Felling trees to clear the track two hundred feet, in order to preserve the road against the dan-ger it would have been liable to from the trees falling across it, and to shield it from the pernicious influence of their shade, averaging about \$60 per mile, amounted to \$7,200. It was

experience that ditching was essential to solidity of foundation, although, at first, it was supposed to be unnecessary. This with lateral drains have constituted a considerable item of expense. The stock of tools and macountry to supply, and caused that increase in price which scarcity invariably produces. The pany and several of the contractors have been in the estimate.

The liberality exhibited by our State Legis lature in granting the prayer of the Company's petition at their last session merits the warmspirit of liberality and a disposition to foster our infant enterprise. The citizens of Barnwell, who have ever evinced a lively interest in the prosperity of our enterprise, and to whose friendly co-operation the company are indebted for many valuable facilities in the progress of their operations, are now actually engaged in est thanks of the stockholders, and evinces a

respects better than that heretofore used.public and the interest of the Company.

the execution of our work, no accident has oc-curred involving either the loss of life or limbs the personal direction of our talented and enof any of the workmen employed in the con-terprising fellow-citizen, E. L. Miller, Esq. Its struction of the road, though their number has performance was tested on the 9th of Decemsometimes exceeded 2000, and has averaged ber, 1830, on which occasion it exhibited a 1500 the whole time; and also that during the last 12 months, though the trips performed contract; it was, therefore, accepted, and perlast 12 months, though the trips performed contract; it was, therefore, accepted, and per-lave been more numerous and the number* of formed with entire success till the next sumpassengers greater than at any former period, mer, when the negro who acted as fireman, begle individual.

s not noticed in the cash receipts.

The performance of the West-Point during the 120 days has been as follows :

60 trips to Branchville, each 62 miles, is 3720 52 trips to Midway, each 72 miles, is 3744

Aggregate, - - 7464 (The West-Point lost 8 days occupied in re-7464 pairs.)

The performance of the Phænix during the 120 days has been as follows :

60 trips to Branchville, each 62 miles, amounting in all to

The Phœnix was employed every day du-

ring the 120.)
The total number of miles performed by the West-Point and Phœnix is 15,648, in 120 days.

The number of passengers that arrived and

departed during the above period, (exclusive of attendants, officers of the company, clergy, contractor, and workmen, who had, during the progress of the work, passed free,) is 4109, or on hand, may be estimated at \$10,000, add to which preliminary expenses, office rent, stationary, agencies, camp equipage, and surveying instruments. The enterprise created a demand for labor far beyond the ability of the labor far beyond the ability of the labor far beyond the ability of the labor far beyond the ability of the labor far beyond the ability of the labor far beyond the ability of the labor far beyond the ability of the labor far beyond the ability of the labor far beyond the ability of the labor far beyond the ability of the labor far beyond the ability of the labor far beyond the ability of the labor far beyond the ability of the labor far beyond the ability of the labor far beyond the labor far beyond the ability of the labor far beyond t and hereunto annexed, it will be observed that wars; indeed the policy of the Company would there has been an uniform increase in the passem to dictate the enlargement of their own sage and freight money. On referring to pre-vious cash receipts, I find the amount received only alternative left was to permit the work to languish, or to urge its completion at the market price of labor; the latter course was adopted as the most conducive to the interests of the Stockholders. During the last year the com-light merchandize, and materials to advance compelled to pay 50 to 75 per cent. more for the completion of the work. Horses, cattle, labor than the price at which it was valued vehicles for travelling, staves, shingles, and vehicles for travelling, staves, shingles, and other commodities of less profitable transportation, were necessarily declined.

In order that the Board may have an opportunity of estimating the comparative impor-tance (as regards revenue and public inter-

house and the railroad, more direct, and in all tives lately placed upon the railroads in the United States is not sufficiently minute to es-There are three stations on this line, between which a spirited though friendly competition compared with that of the "Phœnix;" but it exists, to attract the trade and intercourse of is extremely questionable whether the same the populous neighborhood of the village, and products of the fertile lands in the Edisto Fork. This competition must necessarily result in by any other engine in the United States. Much a manner favorable to the convenience of the credit is due to her engineer, Mr. Henry Raworth. It is known to the Board, but not to It is pleasing to reflect, and must ever be a the public generally, that the engine now called subject of sincere thankfulness, that during the Phœnix was formerly the "Best Friend." It was built according to the plan, and under no personal injury has been sustained by a sin-gle individual. steam escaping through the safety valve, ven-Our sole reliance for the conveyance of pas-sengers and freight during the last four months ing the weight of his body on the lever-gage of sengers and freight during the last four months has been on two engines of the smallest class, viz. the "Westpoint" and the "Phœnix," the "South Carolina" being under repairs the greater part of this time, and the "Charleston" having the increase of our cash receipts. Whatever may have been done by the "South Carolina" in the above period while in working order, is more than balanced by transportation of workmen, with iron and other materials, by the engines, to advance the work, which, of course, is not noticed in the cash receipts. sonal responsibility equal to the best then used in England; he succeeded, and to him belongs the honor of planning and constructing the first locomotive ever worked in the United States.

Many of the Stockholders have expressed a strong desire that the Board should make trial of an English engine; the subject is properly referable to the chief engineer, and I should not advert to it only from the impatience of the public and the absence of that gentleman on official duties. So far as material, and the 3720 construction of the mechanical part, is a mat-58 trips to Midway, each 72 miles, 4176, and 2 double trips, each 144—288, and 2 double trips, each 144—288, advantage would be gained, either in economy, strength, or execution of the work, by importing one locomotive from abroad. No one now thinks of sending abroad for vessels for commerce or steamboats. American skill and industry produce specimens of both, that excite the admiration of foreigners from every portion of the civilized world. They will, ere long, exhibit a similar success in the machinery used on Railroads. A little more experience alone is wanting to enable them to effect the object. It is also desirable that our wants should be works, so as to furnish the entire road equipment within themselves; it might at the commencement be more expensive and trouble-some, but would very soon be the most economical and satisfactory; for the work would be subject constantly to rigid inspection in all its parts, and all inducement either of interest or carelessness to slight the work would be removed. The many evidences of skill and in-genuity displayed in remodelling, and advan-tageously changing the arrangement of locomotives, at our workshops, afford abundant evidence that encouragement of our own workmen will be the best means of insuring a supply of our wants in this particular. There are

ing of the future by the past, there is every || cars, &c. in one year; and I am informed by a || in England had received, offered a powerful use will give place, before many years, to others of a more improved construction.

The engines, whose performances aston-ished even the scientific world, at the great prize competition on the Liverpool and Manchester Railway in 1829, are now laid aside to make way for others better calculated for the purpose. Since that period, genius and science, fostered by the great and the affluent, have been incessantly engaged in rendering the locomotive a powerful and efficient agent to railroads. A mass of talent and experience is therefore to be found there, which can be obtained no where else, and it will be for the Board to determine (after consulting the Chief Engineer) on the expediency of ordering one or more engines from England, for the purpose of testing their relative value with those con-

structed in this country.

The system of supervision which was introduced last fall, to protect, maintain, and keep the road in order for daily service, as communicated to the Board in my report of the 7th of January last, has fully realized my expectations. Monthly reports are received from the persons in charge of the several stations, exhibiting the aggregate of work done; from which the total cost per annum of maintaining and preserving the road can be ascertained, and those portions of the road most liable to derangement, or "wear and tear," corrected and strengthened by repairs and renewals. Serious apprehensions were entertained by some persons that the sinking of the piles in loose, uncertain, or wet soils, would be a great source of difficulty and expense. Indeed, it was not unreasonable to infer that a superstructure weighty in itself, extending one hundred and thirty-six miles, subject to enormous weights, passing rapidly over it daily, and depending for its support and permanency chiefly on posts driven into the ground, should yield in some places. The first five miles from the Lines, which was constructed as an experiment, ex-hibit more cases of this kind than four times the distance on any other part of the road. The experience gained there suggested the use of posts larger in size, and less pointed or tapering at the end inserted in the ground, which has obviated the evil. The mode of restoring the road to the true grade, when a de-pression is occasioned by this cause, is simple, efficient and economical, giving at the same time additional strength and permanency, and its execution is within the range of the duties assigned to the road police.* From the experience we have had, I am inclined to believe that the expense of repairing and keeping the road in secure travelling order, will fall within the amount per annum stated in the original suggestions on the subject, viz. twenty thousand dollars. On the Eastern Division of the road, the charge will be less than eight thou. sand, including materials. It has been found that opening works of this kind for the first year for public use, cost more than at any sub-sequent period. Many defects remain unde-tected, until the severe test of a regular performance is brought to bear on them. On ex. amining the half-yearly statement prepared for the Stockholders of the Manchester and Liverpool Railroad, it appears that repairing the injuries sustained in one year after the road was opened for the locomotives, cost fourteen thousand six hundred and sixty-two pounds sterling, for thirty miles, being upwards of three thousand dollars per mile, to repair and re-adjust the derangement produced by the steam

reason to suppose that the locomotives now in gentleman, who was engaged in constructing a ducement to persevere under circumstance use will give place, before many years, to othe canal one hundred and six miles in extent, at otherwise unpropitious; but the material, canal one hundred and six miles in extent, at the north, that the repairs the first year it was mate, soil, and resources, of the two countri opened for public use amounted to ninety thousand dollars; in addition to which, the same work sustained injury by a freshet, which cost thirty thousand dollars to repair, within two years after its completion.* It is not necessary, and indeed it would be invidious to go further in these statements, than the two cases referred to. As a general result, it may be affirmed that most works for conveyance or transportation, whether rail or turnpike roads, or canals, incur a greater expense the first year they are brought into operation, than the average cost of the next succeeding ten years. The plan adopted in the construction has been poculiarly fortunate; it has been emphatically called the "Inland Bridge"—recently it has proved itself so. At a time when every mail teemed with accounts of the disasters occasioned by the late heavy freshets, when the Savannah river rose higher than it has done since the memorable Yazoo freshet, when serious apprehensions were at, one time entertained for the safety of the Augusta Bridge when the houses in Hamburg were encompassed by water, and all communication between Hamburg, Augusta, and Barnwell Courthouse, was suspended for three days, and resumed on the fourth, at the risk of losing the mail and the lives of those entrusted with its conveyance—when the navigation of the rivers was stopped, their banks strewed with the fragments of houses, mills, &c. the highland the most interest, not only to the ear roads washed into gullies, and the bridges in italist, but to the patriot and the statesman the low country in many places washed away
—at this period, so destructive to property, and
of August, 1830, at which meeting, stock sa when intercourse between various parts of the country was entirely stopped, it will be gratify ing to the Stockholders to learn that, with the exception of the sliding of the side of a bank on the road (avalanche) within two miles of determined that the road should be surveyed Hamburg, the works have not sustained injury to the amount of five dollars. During this whole period the trips were performed regular-ly in the usual time, and with the usual loads, and the passengers experienced no inconvenience, except that resulting from a moist at-mosphere. Had the system of embankment which is generally resorted to in similar works, in order to preserve the grade over low grounds, been adopted in this work, it is probable that a large portion of it would this day have been a mass of ruins; as human sagacity could scarce ly have anticipated the necessity of culverts sufficiently capacious to have afforded an out- & Co. The balance of the eastern division was let to such immense and overwhelming floods.

shortly expected, at which time a new system in the vicinity of each. for the permanent administration of the affairs of the Company will be necessary, and as this tract (except four miles of swamp to Charles is the last annual communication which I shall De Witt,) on the western division, was signed have the pleasure of making to the Board, I will by Messrs. Gray & Couty for the constructed conclude by a summary of the proceedings of of thirty miles of road, to commence the same the Company since its formation. The books, according to the stipulation of the charter, were opened for subscriptions to the stock on the 17th of March, 1828. A moiety of capital only was subscribed. On the first Monday in May, 1828, the subscribers organized the Company by electing a Board of Directors, and appointing a Secretary. The Roard on entering on the form the sity was around for multiple of the western division to Branchville, 62 miles of the castern division to Branchville, 62 miles of the castern division to Branchville, 62 miles of the castern division to Branchville, 62 miles of the western division to Branchville, 62 miles of the castern division to Branchville, 62 miles of the western division to Branchville, 62 miles of the western division to Branchville, 62 miles of the castern division posed on them by the charter, and by the ex- year ten months and twenty-one days from pectations of the public, found little to guide or enlighten their deliberations, from works of this character or construction elsewhere. It is true that the impulse which the railroad system

were so essentially different, as to render hopes of following the English plans altoged visionary and illusive. Nor were they fortunate in turning their attention to the forts of their sister States. Few works of their sister States. nature had then been contemplated, and I one (the Baltimore and Ohio) which at all s proached in magnitude to that contemplated the Board. All were in the incipient stage progress, and the most that could be said of t best plans then proposed was that they we "splendid theories." Their value was yet be tested, by the infallible touchstone of exprience. Unaided by examples elsewhere, w no precedent that could be followed with safe or confidence, the Board were thrown up their own resources, and finally determined construct a road five miles in length by way experiment, on the novel and untried mode which the road is now constructed, as be adapted to the climate, soil, material, and cla of labor of the country, and also as being be ter suited to the finances of the Company With what success, and how far judicious for the Stockholders and the public to dete mine.

Meantime the limited essays made in the bearing of this enterprise on the future destin of the State and city rendered it a subject of The Stockholders were convened on the 191 cient to increase the capital to \$581,340 wa subscribed, and the Board authorized to con mence operations, with a view to the comple tion of the entire line to Hamburg. The Book with a view to a definite location, and that the work should be placed under contract forthwith

On the 5th of November, Mr. Allen, as Chie Engineer, with an efficient corps of assistant commenced an examination of the route, will a view to a final location, and in the following June reported a line fourteen miles shorter th had been expected from former examinations and four miles less in distance than the s direct communication by the common travelling roads. On the 28th of December, the first con tract for the construction of four miles of roal was concluded with Messrs. Gifford, Holcomb let out, as promptly as advantageous offen As the duties of my appointment will cease could be obtained, in small sections, so as we on the completion of the work, which may be enlist all the efficient working force attainable

On the 17th of March, 1831, the first con by Messrs. Gray & Couty for the construction on the first of May, 1831.

The balance of the western division, except

Secretary. The Board, on entering on the from the city, was opened for public travelling delicate, arduous, and responsible duties imcommencement.

On the seventh day of February, 1833, the road was opened for travelling to Midway, 7 miles. It is two years precisely, from the de of this communication, since the contracted

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^{*} The Road Police on the castern division is adequate to keep the Road in a state of repair and security, under any increase of travelling, and a slight increase in the number of the clerks at the stations. Conductors and attendants on the cars will be competent to transact ten times the amount of business at present done. While, therefore, our expenditure has nearly reached its maximum, our income can scarcely be considered as commenced; and every day's operations will present the affairs of the Company in a mere gratifying position.

† The Liverpool and Manchester road.

^{*} Since the shove was penned, I have found more unquestionable evidence of this statement, viz. in Document No. 101, being a report on Steam Carriages, submitted to the 22d Congress, 1st Session, page 180. The following is an extract in relation to the Mauch Chunk and Bristol Canal, 593 miles along the Delaware. "This canal, however, has not yet been brought into profitable use, on account of the extensive repairs which had to be made during the year 1831, and amounting to \$97,339 51, or \$1, 1839 for size of the work stands thus: the track is opened by felling the trees 200 feet wide throughout the line, exceptions.

ictance of some of the landholders to have ir timber destroyed.

The excavations are entirely completed. ches and lateral drains sufficient for present es are formed. All the bridges to acamodate the public, neighborhood and plant-

n roads, are built. e foundation, whether consistag of piles, sills, sleepers, or russel work, is completed for

136 miles. rhole distance of e caps and transverse pieces are

ermanently fixed on for the dis-1353 do. 1343 do. ance of erails are laid and keyed for requisite braces or stiffening to trengthen the road is completed

134 do. e iron is spiked down permanentdo. The surface is prepared for 24 additional

line turnouts or passing places have been

Iwelve pumps or watering places have been ablished. The iron for Ware's contract 6 miles, is de-

ered, and the balance of the road has its face prepared for the reception of iron, ept about 14 miles.

RECAPITULATION.—The road to Branchville sopmed for public travel on the 7th of Nonber, 1832, which was, from the day its nmencement was authorized by the Compa--two vears two months and eleven days. rom the day that the Engineers entered on

ir field duties—two years and eleven days.

Ind from the day the first contract was ned for its construction—one year ten months I toenty-one days.

n three months after it had been opened to mehville, viz. the 7th February, it was ned ten miles further, crossing the Edisto er on a bridge constructed for the purpose,

ig 72 miles from the city. the iron, and locomotive power to convey rere now at our command, and the stationa ngine should equal our expectation, the tern division might be completed one month 1 this date, which would be two years and

month from the day the first contract to ce the work was executed.

midst the many disappointments and diffinecessarily arising in an undertaking wel and extensive, it must be matter of inished, on which our engines travel, is ther in the world.

which is respectfully submitted, ALEXANDER BLACK, Commissioner S.U. C. & R. R.Co. of Commissioner, May 1st, 1833.

the Notes appended to the foregoing we take the following:

et from the rules defining the duties of acting as Road Police: "You are to ver the section assigned to your care ng on the other, examining minutely part of the road and correcting every attending to the most serious first. And any derangement occur, by accident or , beyond your means to repair in due all in the assistance of those on the adstations. To attend especially to sethe wedges, and to correcting all de-us in the road, occasioned by the sinkpiles or sleepers; also to securing the ere the spikes are drawn or broken. clearing the road of weeds, underand other trash, that would subject it

hin about nine miles of the city, and a few||and keep a record of each day's work, mention-||

Statement of the number of passengers con-Depositories of Charleston, Branchville, and Midway, from the first of January to the 1st have spare room for much freight, which can of May, 1833: Line Street, \$8,645 92; Branch be delivered in Providence at less than insurville, \$2,369 24; Midway, \$512 02; total, \$11,-527 18. Total number of passengers up, in-cluding stage passengers down, amount to cluding stage passengers down, amount of freight, without computing the accuracy; 3,200; passengers down, from Jerico, 50; from to the merchant of dispatch and certainty; as Sineath's, 79; from Woodstock, 385; Sum- to the merchant of dispatch and certainty; as merville, 180; Laurence's, 60; Inabnet's, 69; has been stated in the engineer's report, the George's, 45; way passengers from one intermediate station to another, 41; total, 4109.

Statements of locomotives, passengers, crank, freight, tender, and horse cars, on the line and at the depository, and the arrangements in train towards an increase of the same:

2 eight-wheeled locomotives, viz. South Carolina and Charleston, (6000, 7000,) 13,000 2 four-wheeled locomotives, West Point and Phœnix, (4,000,)

first class passenger cars, outside bearings, (500,) 1,500 4 second class passenger cars, inside bearings, (250,)
4 crank cars, one at Hamburg, one at Branchville, one on the line, and 1.000

one at the depository, (220,) 10 freight cars, outside bearings, (150,) 1,500 do. do. inside do. (180,) tender do. 5 attached to the lo comotive, and 3 in readiness, (160,) 1,280

11 lumber cars, 8 on the line and 3 at the depository, (135,) - - fire light a \$135, and 2 horse cars, 1,485 635 a \$250,

sett of timber wheels, \$65, and 13 tarpaulins for freight cars, a \$9,75, 50 setts of springs a \$50 is 2500, and 3 setts at \$100, is 300, - -2,800

#33,891 75

To the Editor of the American Railroad Journal:

Sir,—I am pleased to see that the Boston and Providence Railroad is pressed on with energy, though our Boston friends have exerted an influence unfavorable to this road, preferring that New-York should be kept at a respectful distance, and some depression has been occasioned here by persons who wished to purchase stock; yet the stock will regularly adation to reflect that the line of railroad vance, and will, no doubt, stand as high, or r in extent (in consecutive miles) than higher, than other railroad stock in the United

Should any doubt, let them look at the facts! think that the road will command as large merchandise as any in the country. By reference to the map it will be seen that no other lected. Very respectfully yours, route can interfere with it. Between this city and Philadelphia other roads may be built, and the canal may take a large amount of business. going down on one side of the road and but from Stonington to Boston the route brings Providence nearly in a direct line, and no other road can rival its natural advantages.

Should any, without reflection, suppose that a line of boats will be run to Providence, let it be observed that, with fare at \$6, they heretofore have not been profitable to stockholders they make one passage, only, in two days, and that requires from 16 to 17 hours, whereas the boats to Stonington can make a passage every these essentials are done, to employ the day, and not requiring births, would carry a greater number of passengers. The price from by shade and moisture, or accidental this to Providence will not be over four dollars, and the time required less than eleven water on the arrival of the engines, hours.

Will boats run against such a competition? es in the valley of Horse Creek near Haming particularly the quantity and nature of the Certainly not. The transportation company work, the number of spikes replaced, &c." will no doubt engage the present boats, to the advantage of their proprietors as well as their veyed, and the amount of cash receipts at the own. Besides passengers, the steamboats will Stonington road will be remarkably level, averaging only 12 feet per mile elevation; and the country abounds with the best materials for a railroad. The economy and saving to the company will be very great, by using timber to bridge across low lands, and to overcome the irregularity of surface, instead of incurring the expense of cmbankments.

I understand it is the determination of the directors to urge this work on with all practicable dispatch, that it may be completed even before the Boston and Providence. Engagements have been already entered into with the most experienced engineers, to superintend the work, and it is to be at once commenced.

O. Q.

Amount of Power lost by Curves on Railways. By S. D. To the Editor of the American Railroad Journal.

SIR,-A very curious and very neces. sary table remains still a desideratum in the science of railways, which I am inclined to believe the observations of experienced engineers would be able to furnish us with-I 191 75 mean of the amounts of power lost by curves on railways. This loss, for the sake of a ready perception of its value, I would oppose to a relative inclination in this manner, which would, I imagine, bear to fully elucidate a very important section of that branch of en. gincering:

A curve of 5,000 feet radius } 1 in 200 is equal to a rise of, say 1,000 1 in 150 600 1 in 100 200 66 1 in 50, &c.

&c., always supposing the outer rail of the curve as in practice to be raised above the level of the inner rail.

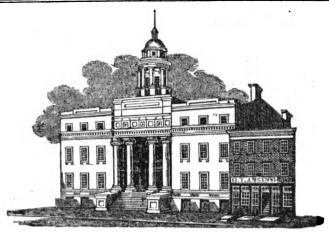
I know that some experiments have been made with this view, but I have never met with an account of them, and, in common with many others, am anxious to learn the results of such experiments. It appears to me to be one of those chapters on railways an amount of transportation of passengers and least understood at present, and on which the

Boston, May 12, 1833.

The subject referred to in the above communication we deem one of considerable importance, and shall be much obliged if some of our correspondents will furnish us with the desired information.—[Ed. R. J.]

TOCKS.	
994—offered	99‡
	-
	-
41 —	140 1
94 —	91
28 —	1271
10	1071
05 —	102
115	114#
106	106
103 —	102
10 —	107±
91	90
129	129
	TOCKS. 991—offered — — — — — — — — — — — — — — — — — — —

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MERCHANTS' EXCHANGE, NEW-YORK

This building is situated on the south-west | impression upon the organs of sight. Upon side of Wall street, on the corner of Hano- this supposition, a very few particles of light, ver street, extending through to Exchange arriving at the eye in a second of time, will Place, having a front of about 125 feet in be sufficient to make an object visible, per-Wall street, and forming nearly a square. The basement story is occupied principally by the Post Office. On the principal story is the Exchange Room, which is 100 feet in of a much longer duration—this sufficiently length and 60 feet in width, with an arched appears from the well known experiment of ceiling suspended from the rafters of the building. It is constantly kept well lighted, which needs not make many revolutions in warmed, and ventilated, and is attended by a person competent to give such information || fire. Hence, then, it is not improbable that as strangers may require. The other parts the number of the particles of light, which of the building comprise the Stock Exchange, and various other offices devoted to mercantile pursuits, which are always in request.

In the dome is the Exchange Telegraph, connected with several stations in the harbor, the most remote of which is on the Highlands of Neversink, in the State of New-Jersey, the distance of which, in a direct line, is about 27 miles. This station is situated upwards of 400 feet above the level of the sea, and in clear weather commands a prospect of the offing, upwards of 30 miles in ex-The means of communication by the Telegraph are so easy, that any information can be conveyed through the whole line in less than five minutes.

In addition to the station on Staten Island. the proprietors have placed signal poles, which always show, during the day, the number of inward bound vessels in sight, and they form a guide for pilots, by whom they can be seen from the principal wharves in the great expense by the Company.

In the Exchange Room is a book, open to the public, in which the Telegraphic communications are entered immediately they are received .- [Amer. Mec. Mag.]

TWINKLING OF THE FIXED STARS .- Having never yet seen any solution of the twinkling of the fixed stars, with which I could rest satisfied,* I shall offer the following, which may not perhaps be found an inadequate cause of that appearance; at least it has undoubtedly some share in producing it, especially in the smaller stars. It is not, I think, unreasonable to suppose that a single particle of light is sufficient to make a sensible

haps not more than three or four; for though the impression may be considered as momentary, yet the perception, occasioned by it, is a lighted body whirled round in a circle, a second to appear as one continued ring of enter the eye in a second of time, even from Sirius himself, may not exceed three or four thousand; and from stars of the second magnitude, they may therefore not much exceed an hundred. Now, the apparent increase and diminution of the light which we observe in the twinkling of the stars, seems to be repeated at not very unequal intervals, perhaps about four or five times in a second: why may we not then suppose that the inequalitics, which will naturally arise from the engravings of medals by machinery appli chance of the rays coming sometimes a little to the surface of the medal itself, or to the denser and sometimes a little rarer, in so of the caste from it;" the description is by small a number of them, as must fall upon Hebert, Editor of the Register of Arts, the eye in the fourth or fifth part of a second, may be sufficient to account for this appearance? An addition of two or three particles ber number of that work, we omitted to of light, or perhaps of a single one upon that the Editor had done ample justice to twenty, especially if there be an equal defi-claims America had to the invention, ciency out of the next twenty, would, I sup- oversight which we are glad to have an pose, be very sensible; this seems at least seen from the principal wharves in the probable from the very great difference in These stations have been erected at the appearance of stars, whose light is much table, to which is screwed a standard by less different than, I imagine, people are in receives the medal c, or other subject general aware of; the light of the middle-copied. To this table is also fixed a light of the middlemost stars in the tail of the Great Bear does not, I think, exceed the light of the very small great accuracy, is made to slide up and d star next to it, in a greater proportion than by the agency of a fine threaded scre that of about sixteen or twenty to one; and provided with a micrometer head at g, for Bouger tells us in his Traite d'Optique, that he purpose of adjusting the motion through finds a difference in the light of objects of one part in sixty-six sufficiently distinguishable.

It will perhaps be objected, that the rays it in an inclined position; on the upper coming from Sirius are too numerous to of this frame is a groove, in which ru admit of a sufficient inequality arising from or more rollers, or little conical edged the common effect of chance, so frequently as (as that seen at i), fixed to the under would be necessary to produce this effect, what would be necessary to produce this effect, what would be necessary to produce this effect, what would be necessary to produce this effect, what would be necessary to produce this effect, what would be necessary to produce this effect, what would be necessary to produce this effect, what we would be necessary to produce this effect, what we would be necessary to produce the self-cut, what we would be necessary to produce the self-cut, what we would be necessary to produce the self-cut, what we would be necessary to produce the self-cut, what we would be necessary to produce the self-cut, what we would be necessary to produce the self-cut, what we would be necessary to produce the self-cut, what we would be necessary to be not the self-cut, when the self-cut is the self-cut, when the self-cut is the selfever might happen in respect to the smaller riage has another roller at bottom, mark stars; but till we know what inequality is necessary to produce this effect, we can only guess at it either one way or the other; there plate l passed through it, with conical is, however, another circumstance, that seems to concur in the twinkling of the stars, besides their brightness, and this is a change of color. Now the red and blue rays being very much particularly described. * is a standard fewer, I apprehend, than those of the inter. to the tracer carriage, bearing a three

liable to inequality from the common effe of chance, may help very much to accou for this phenomenon, a small excess or defe in either of these making a very sensil difference in the color.

It will now naturally be asked, why t frequency of the changes of brightne should not be often much greater, as well sometimes less, than that above-mentions and why the interval of the fourth or fifth, some such part, should be pitched upon, ther than the fortieth or fiftieth part of second, or than a whole second, &c for, according to the length or shortne of the time assumed, the changes that we naturally occur from the effect of chan will be smaller or greater in proporti to each other. The answer to this que tion will, I think, tend to render the abo solution more probable, as well as to thre a good deal of light upon the whole subje The lengths of the times then between t changes of brightness, if I am not mistake depend upon the duration of the percepti before-mentioned, occasioned by the impre sion of the light upon the eye, than whi they seem to be neither much longer n shorter. Whatever inequalities fall within much shorter time than the continuance this perception, will necessarily be blend together, and have no effect, but as they co pose a part of the whole mass; but those equalities, which fall in such a manner that they may be assigned to intervals near equal to, or something greater than, the co tinuance of this perception, will be so di ded by the imagination, which will natura follow, and pick them out as they arise. [Phil. Trans. 1767.]

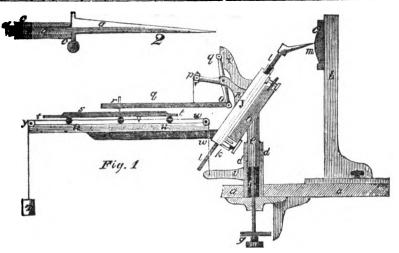
[From the New-York Mechanics' Magazine.]

Annexed is the engraving promised our last, of the apparatus "for produci of the caste from it;" the description is by 1 which we copy from the London Mechan Magazine. In our Analysis of the Dec portunity of rectifying.

socket dd, in which a bolt e, fitted to it spaces. The vertical bolt e is surmount by a strong plate or guide frame h, fix which runs upon a flat plate bolted This carriage, made of brass, has a fi moving against anti-friction rollers, the upper edge of the steel plate is fix tracing point m, as will be hereafter mediate color, and therefore much more piece opq; the lower extremity of the

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^{*}Some astronomers have lately adopted, as a solution of this appearance, the extreme minuteness of the apparent diameters of the fixed stars, which, they suppose, must in consequence of this be intercepted by every little more that floats in the air; but, that an object should be able to intercept a star from us, it must be large enough to exceed the apparent diameter of the pupil of the eye; so that, if the star were a mathematical point, it must sall be equal in size to the runnil of the eye. the pupil of the eye.



to the socket d, and connected by a steel Spencer to several artists; particularly to chain w to a stud x in the under side of the Mr. Turrell, who took, by permission, a drawplate carriage; to this stud is also attached ing of the machine, for the purpose of having a silken cord passing over a pully at y, sus-pending the weight z: the province of this "Little, however, was done in the way of pending the weight z: the province of this weight is to draw the carriage plate backwards, as the tracing point passes over the projections of the medal, while the chain wards, as the carriage forward as the tracing point passes into the cavities. In cases where the descent into cavities is perpendicular, or nearly so, to the plane of the middle, neither the common conical point, nor the tapering blade m, will reach the required it ever been made a secret, nor has tapering blade m, will reach the required it ever been made a secret, nor has tapering blade m, will reach the required it ever been patented, although prudential motives have required that it should not be minutelly described, and thus be placed in the hands of those by whom its use might be perverted. In consequence of this free communication in relation to this machine, it is now made, with modifications in the details, for ot b of the blade fits with great accuracy, but made to turn with facility; the nut d keeps the tracer up to its bearing, to prevent its one of beautiful workmanship, made by shaking longitudinally. It is evident that Messrs. Tyler, Fletcher & Co. this form of tracer will admit of its being passed down the perpendicular sides of any chine are the ruling of parallel straight lines dicular side may be.

adelphia, in the manner described, and has ile of a medal without injuring its surface, inserted the following proofs that the invention can be claimed for America.

"Believing that the credit of the invention of a machine for medal ruling is due to America, we will briefly set forth our proofs, and a machine for medal ruling: in his patent he buildings for the uses of civil life; as houses, then speak of the improvements which of late claims the improvements on a machine for years the method has undergone.

"In 1817, by the use of a machine which had been invented in Philadelphia, Christian Gobrecht, die-sinker, produced upon copper an engraving from a medal, having upon it work to be done by it are concerned, we do not the head of the concerned of the large of the concerned of the large of the concerned of the large of the concerned of the large of the concerned of the large of the concerned of the large of the concerned of the large of the concerned of the large of the concerned of the large of the concerned of the large of the concerned of the large of the concerned of the large of the concerned of the large of the concerned of the large of the concerned of the large of the concerned of the large o

of Draper, Underwood & Co. bank note en- from which we give. gravers,) took with him to London a machine

o being jointed to a bar, which carries the ruling. This machine was used in London etching point r over the copper or steel plate during the year just mentioned, and the mode s, lying on its carriage tt, running upon a of ruling waved lines, and of copying medals, metallic stage u u. v is a metallic arm fixed was then exhibited and explained by Mr.

cccc represent a socket, into which the piv-made, with modifications in the details, for

declivity, in whatever direction the perpendat any required distances apart, and either continuous or broken; ruling converging The Journal of the Franklin Institute, for straight lines; ruling waved lines, the waves September last, contains an elegant engraved being either similar or varying by more or portrait of WILLIAM CONGREVE, the Drama-less imperceptible gradations; and medal tist, executed by Mr. A. Spencer, of Phil-ruling, or transferring to copper the fac-sim-

that purpose. It is impossible to say how "The proofs to be given of the existence far this latter claim may be borne out, since and state of a machine are to be derived from the results produced by it.

"In 1817, by the use of a machine which the results produced by it.

"That Mr. Spencer has essentially per-

the head of Alexander of Russia: from this engraving impressions were taken and distributed. One of these impressions we have Mr. Spencer a specimen* of model and advanced to more regular and stately habitations, with variety of ornaments, proportions, &c. To what a pitch of magnificence the Tyrians and Egyptians carried Architecture, before it came to the Greeks seen. Mr. Spencer a specimen* of medal ruling may be learned from Isaiah xxiii. 8. and "In 1819, Asa Spencer (now of the firm executed with his machine, an impression from Vitruvius's account of the Egyptian

of the kind above alluded to, which was designed principally for straight and waved line bears. Perkins and Heath, and of other artists."

* 'Various specimens of this work have been long since should be almost wholly Grecian original:
should be almost wholly Grecian original:

"The engraving is made from a copper medal placed in an embossed card of the ordinary kind. The surface of the medal bears not the slightest trace of injury from the machine, and even the yielding surface of the card is not roughened by it.

"An impression taken thus from a plate gives but a faint idea of the exquisite effect produced by engravings themselves made by this machine upon a polished surface of gold

or silver.

"A series of the Napoleon medals, together with a portion of the series of medals struck in commemoration of the events of the first French revolution, attest the skill of Mr. Spencer."

The Journal of the Franklin Institute observes truly, that

"America has been without her journals to put forth the claims of her ingenious men, and the credit of more than one invention has passed from her to those who have been able to give greater publicity to their designs; but this day has passed away, and we find notices of the ingenious works of our countrymen transferred to the pages of foreign journals, to be appreciated and acknowledged abroad as well as at home."

That need be no longer a cause of complaint, our pages are open to all communications that have utility for their object, and we invite communications from inventors and practical men on all subjects relative to the Arts and Sciences.

ARCHITECTURE.—Without entering deeply into the subject of Architecture, we propose to devote a portion of our succeeding pages to the explanation of the general and fundamental principles upon which this highly interesting and beautiful science depends.

The science of Architecture has at all times, and in all civilized countries, been considered not only a pleasing but a highly

useful branch of knowledge.

The great utility of this science, and the elegant accomplishments connected with its study, have almost rendered a knowledge of its rules and principles necessary to complete a liberal education. But it is not our intention to bestow encomiums on the science, nor to give any thing like a detailed history of it, but to present our readers with a plain and condensed account of what may be termed its elementary principles.

Architecture is usually divided, with respect to its objects, into three branches, civil,

military, and naval.

Civil Architecture, called also absolutely, "Mr. Bate is said, in the extract which and by way of eminence, Architecture, is the temples, theatres, halls, bridges, colleges, porticoes, &c.

Architecture is scarcely inferior to any of the arts in point of antiquity. Nature and necessity taught the first inhabitants of the earth to build themselves huts, tents, and cottages; from which, in course of time, they gradually advanced to more regular and Oeci ; their pyramids, obelisks, &c.

Yet, in the common account, Architecture



comes to us with a Greek name.

Be this as it may, it is certain the Ro mans, from whom we derive it, borrowed what they had entirely from the Greeks; nor do they seem, till then, to have had any other notion of the grandeur and beauty of buildings, beside what arises from their magnitide, strength, &c. Thus far they were un- name of camel is given to the hollow floats,

Under Augustus, Architecture arrived at | barbors, especially at Amsterdam. its glory: Tiberius neglected it, as well as the other polite arts. Nero, amongst a heap tide, a shoal is of course formed by the deof horrible vices, still retained an uncommon position of sediment, and may at length obpassion for building; but luxury and disso-luteness had a greater share in it than true is to contract the passage, and by a more chitecture, under the emperor Trajan, by ther down stream. The effect of dredging which he merited the favor of that prince; is but partial and temporary. Vessels might column, existing to this day.

After this, Architecture began to dwindle to this port, but for this obstruction. again; and though the care and magnificence of Alexander Severus supported it for some time, yet it fell with the western empire, and of the population and trade at this city. Be-

The ravages of the Visigoths, in the fifth century, destroyed all the most beautiful that their professed architects understood nothing at all of just designing, wherein its whole beauty consists: and hence a new manner of building took its rise, which is called the Gothic.

Architecture; and the French applied themselves to it with success, under the encouragement of H. Capet: his son Robert suc-Vandals.

together in the delicacy and multitude of or-

building are denominated from them, viz.||Architecture may also be mentioned here, ||from Gardiner, over the rapids, to Waterville. Corinthian, Ionic, and Doric: and there is for it is perfectly distinct both from the Gre-Another has ascended the Alleghany as far scarcely a single member, or moulding, but cian and Roman style, although derived from as Hamilton, the key to a direct trade with the latter.

> Proposals for constructing a Steam Camel. By JOHN L. SULLIVAN, Civil Engineer. To the Editor of the Mechanics' Magazine. New-York, April 24, 1833.

Sir,—It will be recollected that the acquainted with any other beside the T.:scan. | used to buoy up ships of war to cross barred

Wherever the current of a river meets the magnificence. Apollodorus excelled in Ar- rapid current compel the shoal to form further down stream. The effect of dredging and it was he who raised the famous Trajan be fitted out for foreign voyages, at Albany, and the largest class of coasters come

The Overslough is becoming a more sensible impediment to vessels since the increase sunk into a corruption, from whence it was ing the seat of government, and the meeting not recovered for the space of twelve centu- of the lakes and the ocean, it might become very commercial.

In case no permanent work should be devised to remedy the inconvenience of this monuments of antiquity; and Architecture shoal, it has occurred to me that a steam thenceforward became so coarse and artless, camel is capable of being made, at once to raise and bear vessels of any size over it.

Having acquired the right to the recent improvement made in steamboats by Mr. Blanchard, for the North River Companies, I have invented, by the combination of two Charlemagne did his utmost to restore of them, with machinery, the instrument to rchitecture; and the French applied them. which I have given the name of the steam camel.

The peculiarity of his boat was essential to the time and labor of tedious calculation. ceeded him in this design, till by degrees its construction. It required that their hulls the modern Architecture was run into as great should be exceedingly light, yet very stiff, an excess of delicacy, as the Gothic had before done into massiveness. To these may
be added, the Arabesk and Morisk or Moorish Architecture, which were much of a piece
with the Gothic, only brought in from the
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south by the Moors and Saracens, as the
south by the Moors and Saracens former was from the north by the Goths and on them somewhat unequally. And if so, a quantity derived from the ratio of A C to their vertical strength must be such that one CB. The architects of the 13th, 14th, and 15th end may be depressed without injury to the

The requisite lightness and stiffness of this naments, which they bestowed on their build-ings with a world of care and solioitude, of arches. These arches are vertical and though frequently without judgment or taste. opposite, and their ends are connected In the two last centuries, the architects of strongly: they are then braced apart by cross Italy and France were wholly bent upon restuds, and then tied together by screw bolts be given hereafter. It may be observed that trieving the primitive simplicity and beauty close to each stud. Thus combining the the last divisor is nearly =0.75, hence when

city required.

Hence arose five orders, all invented by the ancients at different times, and on different occasions, viz. Tuscan, Doric, Ionic, Corinthian, and Composite. The Gothic Corinthian, and Composite.

This kind of steamhout the sentence is figure, and on steamhout one foot, all on board. So far Thus, when nine centers are used, as in the figure, C H is divided into four equal parts, and C D into the same number of unequal parts, increasing as 1, 2, 3, 4, from the point Corinthian, and Composite. The Gothic Springfield; another runs up the Kennebec,

the valley of the Mississippi, from New-York, without the intervention of aid by the laws of other states: probably of future consequence.

Two of these light and stiff steamboats being properly connected, yet apart sufficiently to come on both sides the vessel to be assisted, she is lifted as much out of the water as is requisite, by means of their steam power, and the application of the machinery, combined with them, to form the camel; and then applying the power to the wheels, she is carried quickly over the shoal. vessel might load at Albany, and be carried below the shoals, or be brought up, loaded; and sea vessels brought up more easily than to New-Orleans.

The Dutch camel is filled with water, and brought under the sides of the ship, when, on being pumped out, they buoy her up; but this is a slow process. The impatient trade of the Hudson requires the most active aid. In five minutes the vessel should be raised, and in ten more set down. The specification of this improvement is too long for insertion in this place. This notice serves merely to show that the nature of the shoal is such as not to permit of a radical remedy, but may be thus practically surmounted.

John L. Sullivan, Civil Engincer.

On the Methods of describing various Curves for Arches. By J. Thomson, Civil Engineer, Nashville, Tenn. [From the American Journal of Science.]

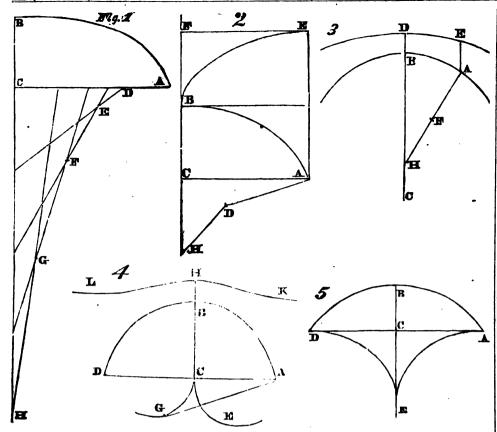
Mr. Editor-The following observations on the methods of tracing various curves for arches are submitted for publication in the American Journal, with the hope that they may be found useful to mechanics, by saving

The merely practical mechanic, unacquainted with algebraical calculations, is still

In order to find CD, divide the difference century, who had some knowledge of sculp-other: she must be incapable of changing of the rise and half span of the arch by the ture, seemed to make perfection consist aller vertical shape.

For five centers, divide by 0.794. For seven centers, 0.771. For nine centers, 0.758. For eleven centers,

The method of finding these divisors will of ancient Architecture; in which they did not fail of success: insomuch, that our churchest fail of success: insomuch, that our churchest, paraces, &c. are now wholly built after Two such frames placed parallel and verdices where the distance of the column with the longitudinal cleven centers are used, multiply the above difference of rise and half span by 4, and es, paraces, &c. are now wholly built after Two such frames placed parallel and verdices. es, pa'aces, &c. are now wholly built after the antique. Civil Architecture may be distincal, and resting the inverted arch on the tinguished, with regard to the several periods floor timbers, the hull receives any desired Take one from the number of central to be or states of it, into the antique, ancient, gothic, modern, &c. Another division of Civil Architecture arises from the different kinds of buildings rendered necessary, that we might have some suitable for every purpose, according to the and thus the most vigorous action of the engine and thus the most vigorous action of the engine and thus the most vigorous action of the engine and the stern, and others may, for great speed, to be divided; CH into equal parts, and CD into unequal parts, increasing from D as lay horizontal, in connection with the frames, and thus the most vigorous action of the engine and thus the most vigorous action of the engine and thus the most vigorous action of the engine and thus the most vigorous action of the engine and thus the most vigorous action of the engine and thus the most vigorous action of the engine and thus the most vigorous action of the engine and thus the most vigorous action of the engine and thus the most vigorous action of the engine and thus the most vigorous action of the engine and thus the most vigorous action of the engine and the stern, and others may, for great speed, to be divided; CH into equal parts, increasing from D as lay horizontal, in connection with the frames, and the stern, and others may, for great speed, to be divided; CD into unequal parts, increasing from D as lay horizontal, in connection with the frames, and the stern, and others may, for great speed, to be divided; CD into unequal parts, increasing from D as lay horizontal, in connection with the frames, and the stern, and others may for great speed, to be divided; CD into unequal parts, and the stern, and others may for great speed, to be divided; CD into unequal parts, and the stern, and others may for great speed, to be divided; CD into unequal parts, and the stern, and others may for great speed, to be divided; CD into unequal parts, and the stern, and the stern, and the stern, and the stern may for great speed, to be divided; CD into unequal parts, and the stern may for great speed, to bulk, strength, delicacy, richness, or simpli- can be well sustained. This kind of steamboat tersections will give the centers H, G, F, &c.



and BC=d. Now when the number of cen- ficient in beauty. The elliptic arch is per- and hence the rise BC will be 40. It will ters is given, the broken line H D is equal haps the most graceful, but when the rise is be found from the above equation that this to C D multiplied by a constant quantity; small, compared with the span, it will not arch will be nearly equilibrated by a road-

$$x+cy=d+3y$$
, whence
 $x=d+y(3-c)$, and since
A C=A D+C D,
 $a=y+d+y(3-c)$, hence
 $a-d$
 $a=d$

In order to apply this general equation, c must be calculated for the required number cloid is very easy. of centers. For five centers, take CD=

 $\overline{\mathbf{C} \mathbf{D}}$ for seven centers c=3.229, and for nine each other, and perpendicular to AC, and centers c=3.242, and for eleven centers c=3.251. Hence we have for

Five centers,
$$CD = \frac{a-d}{0.794}$$

Seven centers, $CD = \frac{a-d}{0.771}$
Nine centers, $CD = \frac{a-d}{0.758}$
Eleven centers, $CD = \frac{a-d}{0.749}$

Since it is thus almost as easy to trace an oval arch with nine or eleven centers as with three, the description of this arch by means of three centers ought always to be avoided, as it is not only disagreeable to the eye, but it is deficient in strength, in consequence of the sudden change of curvature resulting from this mode of description.

Perhaps no curve unites beauty and a single point D is first assumed. strength in a greater degree than the cycloid.

put this constant quantity =c, then H D=cy, admit of great pressure with safety at the and since the broken line A H must be equal crown. The cycloidal arch, with the same to B H, we have curved at the crown than the latter, and We are not at liberty, however, to choose the points D, E, and A, E.

The following method any assumed quantity, say three; then by trigonometry we find the sum of the lines that constitute H D=9.619, hence B C such that A C will be to B C as half =3.206. In the same way we find the circumference of a circle to the diameter, the lines F H and A E being parallel to make CH=CB. Let the describing line taken equal to B H or twice B C, be extended from H to A, and brought to a proper tension by means of the point or pin D. The curve A B is then described with the centers D and H. This curve will be an approximation to the cycloid. Fix a number of centers (the more the better) along the curve AB, and with these centers describe the curve BE, which will be a cycloid as near as can be obtained by any mechanical means. If, instead of a single point, D, three or four points be taken as centers between H and \hat{A} , so arranged as to be nearly in a cycloidal curve, and keeping at the same time the line ADH at its proper tension, the resulting curve AB will itself be a very near approximation to the cycloid; but not much greater sensible accuracy can be attained in the second curve B E, than when

arch is derived from the principle, that when any curve or broken line ADH is assumed between the parallel lines AE and FH, the successive developments or involutes A B. BE, &c. between the same parallels, constantly approach to, and finally terminate in a cycloid. These involutes converge so rapidly to the form of this curve, that when the above method is adopted, the second involute BE may always be assumed in practice as the required curve.

One advantage that might be mentioned, in tracing curves for arches with a variable radius, is that we may always obtain the height of the road-way above any point in the arch, such that it may be equilibrated by the superincumbent weight. Thus, let DE (fig. 3) represent a road-way passing over the arch AB, let BC=radius of curvature at the point A, DB=height of road-way at the crown, then we have $AE = \frac{D B \times B C}{A F \times (\cos A H B)^3}$.

An arch that will require a gentle elevation of road-way at the crown, in order to produce equilibration, may be described by the following method. Let A D, (fig. 4,) represent the span of the arch, B C the rise; describe an arc C G of a circle on D C as a diameter; extend the describing line from A to G, where it is a tangent to the circle; the line being fixed at G, describe the half arch AB with centers arranged along the curve CG, and in the same manner des-To find the above divisors, put C D=y, The arch, equilibrated by a horizontal road-cribe the half arch B D with centers on C E. A D=x and the given quantities A C=a, way, is remarkable for strength, but it is de-lift the span A D be=100, A G will be=70.7,

> A very graceful arch may be described hence it will sustain a greater weight at that (fig. 5) by centers arranged along circles point, such as a heavy load passing over it. tangent to the span and axis of the arch, at This arch will the ratio between the rise and span of this also admit with safety a horizontal roadarch, these being always to each other as the diameter of a circle to the circumference. way. The span of this arch will be to the diameter of a circle to the circumference. rise as 2r to $\frac{1}{4}c-r$, r being the radius of a The mechanical construction of the cy-circle, and c the circumference, or the ratio will be as 1 to 0.2854. The use, however, I have not seen noticed in any work on Me-lof arches of this description is limited to chanics. Having fixed upon the dimension cases where we are at liberty to adopt the constant ratio that necessarily exists between their rise and span.

> > Stucco for walls.—In Italy great use is made of a stucco which gives to walls the brilliancy, the cleanliness, and almost the hardness, of marble. It may be variously colored, to suit the taste of the employer. This stucco is made very easily, by mixing lime and pulverized marble, in nearly equal proportions, according to the meagerness or richness of the marble. A paste or mortar is made of this mixture, and applied to the wall in the thickness of a fivefranc piece, with a trowel wet with soap suds, and in such a way that the whole of the wall may be finished in the same day. None but mineral colors should be mixed with the stucco, as the lime would destroy those derived from the vegetable kingdom. To obtain the greatest brilliancy, the mortar should be applied with a cold trowel. Workmen, for the sake of ease and expedition, usually employ it warm. Chips and fragments of marble may be advantageously employed for this purpose. In cases where the appearance of a marble wall would be objectionable on account of its coldness, any por-

single point D is first assumed.

If you do not hear reason, she will surely rap your The above method of tracing this kind of knuckles.—[Franklin.]

NEW-YORK AMERICAN

MAY 18, 20, 21, 22, 23, 24-1833.

LITERARY NOTICES.

THE LIFE OF JOHN JAY, WITH SELECTIONS FROM HIS CORRESPONDENCE AND MISCELLANEOUS PAPERS, by his son Wm. Jay: 2 vols. 8vo. 500 pp. N. York: J. & J. Harper .- "I have long been convinced that human fame was a bubble, which, whether swelled by the breath of the wise, the good, the ignorant or malicious, must burst with the globe we inhabit. I am not of the number of those who give it a place among the motives of their action. Neither courting nor dreading the public opinion on the one hand, or disregarding it on the other, I joined myself to the first assertors of the American cause, because I thought it my duty; and bocause I considered caution and neutrality, however secure, as being no less wrong than dishonorable." In this brief extract from one of his ewn writings-a history of his Spanish Mission-we have an epitome of the character of John Jay. Such as it was, when he first joined himself, in 1774, to the American cause, such it continued to be till, in 1829, at the advanced age of 84 years, death out his final seal upon a lofty and unblemished career .-It is impossible to read these volumes without feeling unqualified admiration for the high motives, the singleness of purpose, the purity, the energy, the zeal and the ability, to which every page of them portunity of the French minister in Philadelphia, te bears such ample and irrefutable testimony. Time is the great Revealer—the great Justifier. public man who can stand before posterity in the presence of Truth—and have his whole career openhis inmost views and feelings scanned—and his opinions-often perhaps at the time hastily but im. to, was in Madrid. How they affected him will be perishably, recorded-adduced in evidence and contrasted with each other-whose age can be confronted with his youth-and his public with his private lifeand can pass this ordeal unscathed—may be ranked To the President of Congress. among the Great and Good. Such a man was John Jay; and the cause of virtue and true patriotism is deeply indebted to the son, who, by the publication of these memoirs, has so signally served it, while he procrastination of the minister still obliges me to discharged a sacred duty to a father's fame.

We have not room-nor for the great majority of our readers can it be necessary—to furnish a sketch, mands my warmest acknowledgements; and which however slight, of the public life and services of Mr. Jay. These are already a part of our history. We and integrity, they may be assured will not prove must content ourselves therefore today, with culling here and there some of the less known incidents and personal characteristics developed in these pages.

While the second Congress in 1775 was sitting in Philadelphia, the following incident, of which we do not remember seeing any previous notice, occurred, as related by Mr. Jay:

Some time in the course of this year, probably about the month of November, Congress was informed that a foreigner was then in Philadelphia, who was desirous of making to them an important and confidential communication. This intimation having been several times repeated, a committee consisting of Mr. Jay, Dr. Franklig, add Mr. Jefferson was ap-pointed to hear what the foreigner had to say.— These gentlemen agreed to meet him in one of the committee rooms in Carpenter's Hall. At the time appointed they went there, and found already arrived an elderly lame gentleman, having the appearance of an old wounded French officer. They told him they were authorized to receive his communication; upon which he said that his Most Christian Majesty had heard with pleasure of the exertions made by the American colonies in defence of their rights and privileges; that His Majesty wished them success, and would, whenever it should be necessary, manifest more openly his friendly sentiments towards them. dignity of my country, which renders it difficult for The committee requested to know his authority for me to reconcile myself to the idea of the sovereign giving these assurances. He answered only by independent States of America submitting, in the drawing his hand across his throat, and saying "Gentlemen, I shall take care of my head." They then asked what demonstrations of friendship they might sovereign, especially in a case of such national important of the servants of another asked what demonstrations of friendship they might expect from the King of France. "Gentlemen," portance. answered the foreigner, "if you want arms, you shall have them; if you want ammunition, you shall have it." The lin the power of France almost to dictate the terms of eral conversation he took occasion to say that Lord

deed important, but again desired to know by what authority they were made. "Gentlemen," said he, repeating his former gesture, "I shall take care of my head:" and this was the only answer they could obtain from him. He was seen in Philadelphia no more. It was the opinion of the committee that he was a secret agent of the French court, directed to give these indirect assurances, but in such a manner that he might be disavowed if necessary. Mr. Jay stated that his communications were not without their effect on the proceedings of Congress.

A truly American feeling on every question with foreigners respecting the rights and dignity of his country, was a marking trait in the character and conduct of Mr. Jay. Under the pressure of adverse circumstances Congress suffered themselves, in 1781, to receive the dictation of the French minister as to the terms on which alone American ministers in Europe should treat for peace with England; and they actually agreed, on the proposition of M. Gerard, to insert in the instructions of their ministers the following paragraph additional to that in which the American functionaries were directed to repose full confidence in, and freely to consult the French cabinet-"and ultimately to govern yourself by their advice and opinion." John Adams, then minister in France, having been found of too sturdy honesty, and too sagacious judgment, for the purposes of Count de Vergennes, Congress was induced, chiefly by the imassociate other four Commissioners with him, in order to treat of peace. The persons selected were John Jay, Thomas Jefferson, Benjamin Franklin and Henry Laurens. Mr. Jay, when he received his new commission with the instructions just alluded perceived by the following letter-admirable not less for unaffected personal humility, than for high and genuine pride of country:

St. Ildefonso, 20th. Sept. 1781. Sir, —Your excellency's favor of the 5th July past, with the papers therewith enclosed, were delivered to me on the 29th ult. by Major Franks, whom the retain.

The new commissions with which Congress have honored me, argue a degree of confidence which deso far as it may be founded on an opinion of my zeal misplaced.

At the commencement of the present troubles determined to devote myself, during the continuance of them, to the service of my country, in any station in which she might think it proper to place me.— This resolution, for the first time, now embarrasse: me-I know it to be my duty, as a public servant, to be guided by my own judgment only in matters referred to my discretion; and, in other cases, faithfully to execute my instructions without questioning the policy of them. But there is one among those which accompany the commissions, which occasions sensations I never before experienced, and induces me to wish that my name had been omitted.

So far as personal pride and reluctance to humilia tion may render this appointment disagreeable, I view it as a very unimportant circumstance; and should Congress, on any occasion, think it for the public good to place me in a station inferior and subordinate to the one I now hold, they will find me ready to descend from the one, and cheerfully undertake the duties of the other. My ambition will always be more gratified in being useful than conspicuous; for, in my opinion, the solid dignity of man depends less on the height or extent of the sphere allotted to him, than on the manner in which he may fulfil the duties of it.

But, sir, as an American, I feel an interest in the

committee observed that these assurances were in-||peace for us, is but too true. That such extraordinary extent of confidence may stimulate our allies to the highest efforts of a generous friendship in our favor, is not to be denied; and that this instruction receives some appearance of policy from this consideration, may be admitted.

I must, nevertheless, take-the liberty of observing, that however our situation may, in the opinion of Congress, render it necessary to relax their demands on every side, and even to direct their commissioners ultimately to concur (if nothing better can be done) in any peace or truce not subversive of our independence, which France may be determined cede to, yet that this instruction, besides breathing a degree of complacency not quite republican, puts it out of the power of your ministers to improve thes chances and opportunities which, in the course of human affairs, happen more or less frequently unto all men. Nor is it clear that America, thus casting herself into the arms of the King of France, will advance either her interest or reputation with that or other nations.

What the senfiments of my colleagues on this occasion may be, I do not as ket know; nor can I foresee how far the negotiations of the ensuing winter may call for the execution of this commission. Thus circumstanced, and at such a distance from America, it would not be proper to decline this appointment. I will, therefore, do my best endeavors to fulfil the expectations of Congress on this subject; but as for my own part, I think it improbable that serious negetiations for peace will soon take place, I must entreat Congress to take an early opportunity of relieving me from a station where, in character of their minister, I must necessarily receive and obey (under the name of opinions) the directions of those on whom I really think no American minister ought to be dependent, and to whom, in love for our country, and zeal for her service, I am sure that my colleagues and myself are at least equal. I have the JOHN JAY. honor to be. &c.

While Mr. Jay was in Paris, a Commissioner to treat for peace-Mr. Oswald being the British Commissioner—the following anecdotes are recorded. It is matter of regret certainly that Mr. Jay's opinion, as to their exactitude and authenticity, was never ascertained .

In Mr. Jay's diary are found two extraordinary anecdotes, which, if true, convict the French govern-ment of a degree of perfidy and baseness rarely paralleled in history.

21st October, 1782.—Visited Mr. Oswald; he told me that a Mr. Pultney had within a few days arrived here to place his daughter (a rich heiress) in a convent; that Mr. Pultney in confidence gave him the following anecdote, viz: That in the latter part of last winter, or beginning of last spring, there was an Englishman of distinction here who, in conversation with a friend of Mr. Vergennes, expressed his regret that the affairs of America could not be so arranged as to lead to peace. The friend mentioned this to Vergennes, who agreed to admit the Englishman to an audience on the subject. Accordingly, the Englishman and this friend waited upon the minister, who, in the conference, offered to divide America with Britain, and in case the latter agreed to the partition, that the force of France and Britain should be used to reduce it to the obedience of the respective sovereings. On parting, the minister said that in case this offer should not be accepted, he reserved to himself the right of denying all that he had said about it; that this offer was refused, and that the friend in a letter to the Englishman had expressed his regret on the subject. Mr. Oswald told me further, that Mr. Pultney assured him that he received this information from the Englishman's own mouth. Mr. Oswald spoke handsomely of Mr. Pultney's character. I advised him to trace the matter further, and if true, to get it properly authenticated, which he promised to do.

It appears from the date of this anecdote that it was told to Mr. Jay after the preliminary articles had been agreed on by the negotiators, but before they had received the assent of the British cabinet. It may therefore be supposed that the object of the communication was to prejudice the American commissioner against the French court, and thus to induce him more readily to yield to the objections which England might possibly make to the articles. Such a supposition will not apply to the following narrative, which was not given till after the preliminary treaty was signed, and all the great points in dispute finally

him to-day; and that he had slso se en his brother, Col. Stuart, who had served the whole war in America. He spoke of the Colonel's aversian to the American war, and the account he gave of the want of discipline and the disorder which prevailed in the British army there. He passed several encomiums on the Colonel's character; sometimes of the father and then of the son's, observing how unlike they were to what the father was supposed to be; though for his part, he believed that more ains were laid on his back than he had ever committed. He said that Lord Mount Stuart execrated the American War, and had shown him to-day several letters written by him at Turin (where he was ambassador) to Lord Hils-borough on that subject. Mr. Oswald asked me if I remembered what he had told me of Mr. Pultney's information about the proposition of Count Vergennes, to divide America with Britain. I told him I did. 'Well,' says he, 'the same kind of proposi-tion was made to Lord Mount Stuart. His Lordship brought with him here to dinner his letter-book, which he did not choose to leave with his Chargé d'affaires, and in which he showed me his letters written with his own hand, (for he would not confide it to his secretary) to Lord Hilsborough; and the first letter written was dated in the month of September. 1780; from which it appears that a Mr. Mally, who had formely traveled with Lord Mount Stuart, and is an honorary professor at Geneva, and is employed to write the history of Hesse, &c., for which he receives annuities; a man, in short, well knewn among men of letters, was employed by Mr. Neckar to make overtures to Lord Mount Stuart, about putting an end to the war, by dividing America between Britain and

Mr. Oswald also says that Lord Mount Stuars went to Geneva on the occasion, where he conversed with Mr. Mally, and that his lordship read to him out of his letter-book French letters from this Mr. Mally to his lordship on the subject, after his return to Turin: that this correspondence contains a very curious and particular account of French intrigues, articularly that Neckar wished for peace, because particularly that Neckar wished for peace, because his system could only raise money enough to provide for old arrears and for current expenses; and were he ebliged to sustain the expense of the war, he must break in upon it, and perhaps be disgraced; it also mentioned the intrigues to get De Sartine out of the marine department; and Mr. Oswald says that the overtures about America were conducted with a variety of precautions for secrecy, and with a stipulation or condition that both parties, in case they did not agree, should be at liberty to deny all that passed. He told me that my lord wrote strongly to Lord Hilsborough against the American war, and that the latter in answer told him it was a subject out of his line, and with which it was not proper for him to inter-Lort Mount Stuart was offeuded with the Minister for this, and he brought his letter-book with him to Mr. Oswald to show him the full state of the mat-Mr. Oswald said, that as he had told me the affair of Mr. Pultney, he could not forbear mentioning this also, for it was a little strange that so extraordinary a matter should come so circumstantial and cor-respondent from such different and unconnected quar-He desired me to consider this communication as very confidential, adding that he could say more, but that it wouln not be proper for him at present to enter into a detail of further particulars.

The high respect entertained for Mr. Oswald by the American commissioners precludes all suspicion that the facts above related were fabricated by him. How far he was imposed upon by his informants, how tar his informants were themselves deceived, and how far these relations are correct or otherwise, are questions which probably will never be fully answered. It is not known what were Mr. Jay's sentiments on the subject. He recorded at the time the information he rec'd, but without comment.

"Aptitude to change in any thing never made a part of my disposition, and I hope makes no part of my character." It is thus that Mr. Jay speaks of himself, to an old and valued friend, the late Peter Van Schaack of Kinderhook, who having embraced the King's side in the quarrel with the mother country, had gone to London, and was separated by distance as well as feeling from the former loved associate of his youth, Mr. Jay. When Mr. Jay was the minister of the independent United States at Paris, Mr. Van Schaack wrote a letter to him, communicating his own unaltered regard for the friend of his early life, but expressive of uncertainty as to the present feelings

Mount Stuart, the son of Lord Bute, had dined with | with | with the sentiment above quoted, and it led to an | as heretofore, avoid embarrassing and intruding upon interchange of letters which we would gladly quote those who, in the mean time, may think it necess here, as examples of enlightened liberality of sentiment and real toleration of that hardest of all things found at p. 159, et seq.

> We find ourselves compelled to break off from this work; but as we hope to return to it once and again, we conclude with an extract from a letter in the 2d volume, showing that on minor, as well as higher subjects, the views of Mr. Jay were always just, manly, and in good taste:

> We remove next week to Aranjuez, where I expect again to spend some agreeable weeks. It is a charm. ing place, containing a tract of several miles in circumference, and divided into gardens, meadows, parks, cultivated grounds, and wilds, full of fine trees, fine roads, and fine walks, and watered by a slow winding river, which, if more clear, would be very beautiful. But still, my friend, it is not America. A genius of a different character from that which pre sides at your hills and gardens reign over these. Soldiers, with fixed bayonets, presents them-selves at various stations in these peaceful retreats; and though none but inoffensive citizens are near, yet horsemen with drawn swords, guarding one or other of the royal family in their excursions to take the air daily, renew and impress ideas of subjection. Power unlimited, and distrust misplaced, thus exacting homage and imposing awe, occasion uneasy reflections, and allay the pleasing sensations which nature, smiling in such delightful scenes, never fails to ex-cite. Were I a Spaniard, these decorated seats would appear to me like the temporary enchantments of some despotic magician, who, by reextending his wand, could at pleasure command them to vanish

> and be succeeded by galleys and prisons.
>
> Nothing is more true, than that all things figure by comparison. This elegant seat being surrounded by extensive wastes, appears like a blessed and fortunate island in a dreary ocean. The contrast heightens its charms, and every traveller arrives with a mind predisposed to admire and enjoy them; but as the first impression wears away, and he begins to recollect the more happy, though less magnificent abodes in his own country, the attractions and allurements of this insensibly diminish. I have more than once experienced this, and though not difficult to please or be contented, yet I confess that I find little here that resembles, and nothing that can compensate for the free air, the free conversation, the equal liberty, and the other numerous blessings which God and nature, and laws of our making, have given and secured to our happier country. I would not be understood to insinuate, that good society and agreeable companions are wanted here. They may perhaps, abound more in some other parts of the world, but they are also to be foundhere, though an unsocial kind of po-licy requires unceasing attention to the most austere rules of caution and prudence. The little that I have seen and observed of this people, induces me to think that (except the generality of those who compose the highest and lowest orders,) they possess many qualities which are praiseworthy; and that two or three long and wise regins would make them a very powerful, and an amiable nation. But as I have not had sufficient opportunities of mixing with, and personally knowing many of them, time and further informa-tion may either confirm or alter this opinion. The evident suspense and indecision of the court respecting us, has kept many at a distance, with whom I should otherwise have been on a very familiar footing, and some of them have been so candid as to tell me so. This is a kind of prudence which naturally grows out of a jealous and absolute government, under which the people have, for many generations, been habituated to that kind of dependence, which constrains every class to watch and respect the opinions and inclinations of their superiors in power.-The prosperous tide of our affairs, however, has for some time past runso strong, that I think many of our obstacles here must soon give way. Shyness will then cease, and I shall not aftarwards find it difficult to be received into more of their houses, and that in the only manner I ever wish to be received into any
> —I mean, at the front door, by direct invitation from the master of them, and without the precursory good offices of upper servants and unimportant favorites, whom I never could submit to court. Until this period arrives, I shall continue to cultivate the few ac-

quaintances I have, and without giving offence to any, endeavor to increase their number, whenever it may

ry to be reserved. Self respect joins with prudence in pointing out this line of conduct; and as I have no enemies of my own making. I am persuaded that to be tolerated, difference of opinion and practice. Instead of losing, I shall eventually be a gainer, by The correspondence, so honorable to both, will be adhering to it, especially as those who may have been led to ascribe this conduct to improper motives, will then immediately find themselves undeceived.

New York as it is in 1833, and Citizens' Ad-VERTISING DIRECTORY, &c.. &c.. Edited by Edwin Williams. New York: J. Disturnell.—This is a capital little book-and the better tor being little. It has a good map of the city-a copy of the amended charter-lists of all the institutions of Education, Commerce, Charity, &c. &c. It is what it purports to be, an epitome of the city as it now is.

BOTANY OF THE NORTHERN AND MIDDLE STATES. &c. &c. By Lewis C. Beck, M. D. &c. &c. Albany: Webster & Skinners .- The object of this work, according to the statement in the preface, is "to furnish a description of the plants of which it treats, adapted to the present state of botanical science." The plants, therefore, are arranged according to the natural system—with a "synopsis of the genera according to the Linnman System." A sketch of the rudiments of botany is given, so as to adapt the work to beginners, as well as to those who have made some progress in the study; and a glossary of the terms usually employed. All plants found north of Virginia are embraced in this manual.

ELEMENTS OF CRITICISM, by LORD KAMES. Edit. ed by Abraham Mills, A. M. 1 vol. New York: Conner of Cooke.—This American edition of Kames's Elements of Criticism is printed from the last Edinburg edition, revised by the author himself. The part of Mr. Mills in the book is that of preparing and prefixing to each chapter an analysis of its contents and the supplying from good standard translations English versions of the various poetical illustrations, from classical and foreign writers, with which the work abounds. In this matter Mr. Mills judges rightly-for as a school book these Elements necessarily fall most frequently into the hands of persons unacquainted with foreign tongues, and who yet would desire to understand what they see before them, although aware that as examples of any peculiar figure or style, they lose their value in a translation.

There should have been more care bestowed by the proof reader on the typographical accuracy of the quotations. There are very many errors in them. Otherwise the book is well printed.

VOYAGES ROUND THE WORLD, WITH SELECTED SKETCHES OF VOYAGES TO THE SOUTH SEAS, &c., &c.; by Edmund Fanning: Collins & Hannay.—The narrative of Captain Fanning is well compiled, and written in that simple, unpretending style which should alway mark the relation of events in which the narrator is the chief actor. The interest of the work commences with the appearance of the author upon the scene in the humble capacity of a cabin boy in a coasting vessel; and—apart from a variety of general entertaining and instructive matter spread through the volume—it is for those who love to contemplate a manly and independent character, gradually rising in the world to competence, influence and usefulness, amply sustained by those particulars which refer sole ly to the author himself. The voyages described commence in the year 1792, and are brought down to 1832; and with much general information relating to the North and South Pacific, the China Seas, and late discoveries in various parts of the world, include a particular report of the commander of the first exploring expedition ever patronized by government performed in the brigs Seraph and Annawan to the southern hemisphere. This report speaks in the highest terms of the Aurocanian Indians, a tribe previously but little known-for the Spaniards never of that friend. The reply of Mr. Jay commences be done with propriety and to advantage; but I shall, could subdue them-and whom it describes as

** a noble and warlike nation," habituated to the use of arms, and bold and alert in defending their rights, but frank and friendly in their intercourse with the American strangers, so soon as they understood that their intentions were not hostile. An account of this interesting people is now in preparation for the press, by one of the gentlemen engaged in the expedition. This work is printed in a style highly creditable to the publishers.

ASTRONOMY AND GENERAL PHYSICS, CONSIDERED WITH REFERENCE TO NATURAL THEOLOGY: by the Rev. WM. WHEWELL. Philadelphia, Carey, Lea & Blanchard.—The series of treatises of which this is one. is published in accordance with a provision in the will of the late Earl of Bridgewater, by which a munificent sum was left to be paid out of his estate to certain competent persons who should produce approved treatises on the Power, Wisdom, and Goodness of God, as manifested in the creation; sustaining the same by all reasonable arguments, and bringing the discoveries, ancient and modern, in the arts, sciences, and literature, to the illustration of the subjects treated :-- a bequest which, while it could have suggested itself to no common mind, transcends in philanthropic foresight and enlightened benevolence towards the human family, all the endowments of churches and hospitals, and similar praiseworthy charities, that ever ennobled the last moments of those who have bequeathed their millions to the public. Infidelity in those of cold and sterile hearts can only be met by the weapons they affect to wield alone themselves,-reason and knowledge. And, though fervent piety often exists in the true but humble mind, independent of such support, it should be ever backed by their influence in those of more fortunate opportunities. The severest study of the scholar may not lead him nearer to Heaven than the untutored reflection of the ploughman; but it arms him with weapons to make good his passage when ence upon the true path, and it enables him to make the practice of his faith respected in himself, by those who want the judgment, the courage, or the feelc to embrace it for their own sake: Religion, ugh she sit brooding like the dove in the bosom which she makes her home, may defend herself with the talons of the eagle when hawks are abroad that could drive her from her peaceful nestling place. midelity and skepticism have ever made their great et strides when assuming the robes of learning; and our day especially, we are all familiar with the tempts made, under the garb of science, to pronigate the wildest systems, and thoroughly to disorme society. It only remains, then, for those who ave the best interests of mankind—the cause of ernal Truth at heart,—to bring that worldly know. re, which has been likened to the wisdom of espent, to bear upon doctrines that wind with a st's cunning into the bosoms of the ignorant half-educated. The laws of nature were never ted in the age of miracles, when natural means and accomplish the end in view: nor, while men the faculties which, properly exerted, could keep with, and crush, the most active efforts of their ws to swell the stream of infidelity, will Heaven pose to stay a torrent which men should have power to withstand. Let but half the active taland practical knowledge of men which infidelity nder her gloomy banners, be substituted for which understanding and ill-regulated zeal which by well-meaning teachers of religion bring to labors; let reason be opposed to sophistry, sound knowledge to false learning; let, in fine, is like that before us be widely disseminated, the bold, active, and ingenious enemies of reli hat by those equally sagacious, alert, and hat and the most timid of the many who dewith subtile step to "steal their faith away.

AND MANNERS; by MISS LESLIE. Philadelphia: Cathis little collection has already attained quite an degrades them. extensive celebrity from the favor with which most of these tales have been received in the periodicals mighty nations which please themselves with the faculty she has of catching a thousand little peculiarities of manner, and hitting off the broader features of character, certainly entitles Miss Leslie to very great praise as a new writer, and holds forth scen by Lord Anglesea's proclamation, already in liberal promise for her future efforts. Her forte appears to be decidedly in a species of half caricature, by which the airs and absurdities of individuals or coteries are placed in the strongest colors; but as a pain. ter of society generally, she wants as yet that just and delicate blending of light and shade which can alone stand the test of scrutiny and give truth to such views Still, even in her partial views of character and manners, there are occasional touches which remind us of the happiest of her brother's pencil. As the work of a young and rising authoress, we may take another opportunity to refer to that before us.

The following is a list of other works lying on our table, which we must endeavor to give some account of hereafter :-

LECTURES, EXPLANATORY AND PRACTICAL, ON THE EPISTLE OF ST. PAUL TO THE PHILIPPIANS; intended chiefly for the use of families; by Manton East-BURN, Rector of the Church of the Ascension, N. Y.; 1 vol.; New York, G. & C. & H. CARVILL.

THREE YEARS IN NORTH AMERICA: by JAS. STU art; 2 vols.; N. York, J. & J. Harper.

DIARY OF A PHYSICIAN, 2d vol., including the latest stories published in Blackwood; N. York, J. & J HARPER.

THE MOTHER'S MEDICAL GUIDE, &c. &c.; by R 4 H. O. Bradford; with notes amendments by Jerome V. C. Smith, M. D.: Boston, Allen & Ticknon.

SCHINDERHANNER, OR THE ROBBER OF THE RHINE 2d vol. of the Library of Romance; by Leigh Ritch E; Philadelphia, CAREY, LEA & BLANCHARD.

ZOHRAL, OR THE HOSTAGE; by the AUTHOR OF HAI JI BABA; vol. 2; N. York, J. & J. HARPER.

The 26th number of the American Quarterly Review, as we learn from the National Gazette, is in forwardness and will appear at the stated period. The titles of the several articles are Froissart and his Times; 2. Army of the United States; 3. Morrell's Voyages; 4. Fortification and Sieges; 5. Dungilson's Physiology; 6. Life of Sir Humphry Davy; 7. Negro Slavery; 8. Stuart's North America; 9. Palgrave's British Common. wealth.

FOREIGN INTELLIGENCE.

LATER FROM EUROPE.—The packet ship Sovereign, from London, furnishes dates from that city to the 12th ult. and from Paris to the 9th. The intelligence is of more than ordinary interest. The affairs of the East become more complicated.

* The French circular, explaining the course of France in seeking to mediate between the Porte and its Egyptian adversary, explains the actual condition of things-while it looks manifestly to the not improbable chance that this Eastern quarrel may extend to the Western Powers of Europe.

Don Pedro's cause is again somewhat in the as cendant-a supply of men, money and provisions having reached him.

A popular tumult and insurrection had occurred at Frankfort, caused by the systematic efforts which the German Diet is making, to extinguish, in all the States represented in or controlled by it, all free discussion, and every trace of liberal political institutions. No immediate consequence is to be looked

PENCIL SECTORES; OF OUTLINES OF CHARACTER | garded as another indication-if oppressors could ever be forewarned—that the German population rey, Lea & Blanchard.—The ingenious authoress of are ready at any moment to throw off the yoke that

King William of Holland continues to play off the where they originally appeared. And the happy idea of regulating his affairs—while he gains time, and of course all the chances which-time brings with it.

> The bill for the coercion of Ireland is, it will be force in one district in Ireland. The agitator O'Connell promises, while that bill remains in force, a weekly address through the papers to the people of Ireland.

> A debate, angry and unbecoming, occurred in the Chamber of Deputies of Paris on the 8th April, in regard to the Editor of the Tribune-accused of breach of privilege for publishing that a member of the Chamber of Deputies received a monthly stipend from the French government. On the first day, M. de la Fayette moved the order of the day; upon this question the Chamber divided, when there appeared -for it 168; sgainst it 179-Majority 11. The next day an order of the day motive was moved. This motion, however, was negatived, 206 to 156, and the subject remained for further discussion.

> Some recent elections in England, for vacancies in the House of Commons, appear to have resulted unfavorably to Ministers-whose stability, or at any rate popularity, seems to be somewhat shaken.

First Proclamation of the Irish Government under the New Bill .- DUBLIN, SUNDAY, APRIL 7 .- The following proclamation extending the provisions of the Bill to the county and city of Kilkenny, appeared in the Dublin Gazette. It is stated that a proclamation will appear early in the present week, prohibiting the meetings of the Volunteers, the Conservatives, and the Trades' Union:—

By the Lord Lieutenant and Council of Ireland, a Proclamation

-Whereas by an Act passed in the ANGLESEY .third year of his present Majesty's reign, intituled An Act for the more effectual Suppression of local Disturbances and dangerous Associations in Ireland, it is amongst other things enacted that it shall and may be lawful for the Lord Lieutenant and other Chief Governor or Governors of Ireland, with the advice of His Majesty's Privy Council in Ireland, at any time after the passing of the said Act, and from time to time during the continuance thereof, as oc. casion may require, to issue his or their proclamation, declaring any county, county of a city, or county of a town in Ireland, or any portion thereof, respective. ly, to be in such a state of disturbance and insubordination as to require the application of the provisions of the said Act.

Now we, the Lord Lieutenant, do, by this our Proclamation, in pursuance and execution of the said Act, and by and with the advice of His Majesty's Privy Council in Ireland, declare the County of Kilkenny, the county of the city of Kilkenny, the city of Kilkenny, and the liberties of the said city, to be in such a state of disturbance and insubordination as to require the application of the provisions of the said

And we do, by this our Proclamation, warn the inhabitants of the said county of Kilkenny, the city of the county of Kilkenny, the city of Kilkenny, and the liberties of the said city, to abstain from all seditious and other unlawful assemblages, processions, confederacies, meetings, and associations, and to be and remain in their respective habitations at all hours between sunset and sunrise, from and after Wednesday the tenth day of April instant, of which all Justices of the Peace of the said county, and county of a city, constables, peace officers, and others whom it may concern, are to take notice.

Given at the Council Chamber in Dublin, this 6th day of April, 1833.

Rosse, Wm. M'Mahon, Wm. Saurin. JOHN RADCLIFFE, JOHN DOHERTY, F. BLACKBURNE, R. H. VIVIAN. "God save the King."

Paris, April 9 .- Our accounts from Constantinople continue to be vague and unsatisfactory, and beyond the confirmation of Ibrahim's disavowal of the occupation of Smyrna, there is no new fact in the news for from the occurrence; nevertheless it is to be re.llreceived to throw a light upon the probable issue of the contest in the East. Although it is said here that || fore the committee, the Federal representation might |of his son, W. R. Gales, and is about to remove to the government has received news of a favorable nature, the great features of the question remain un-changed in all the intelligence which has reached us through various channels.

Forty-four officers, from the half pay list, are to be immediately commissioned to act as members of the Courts Martial, to be held under the Coercion They are not to belong to any regiment doing duty in Ireland.—[Dublin Times.]

SUMMARY.

Custom House in Albany .- A branch of the New York Custom House is soon to be established in Al-William Seymour, Esq. has received the appointment of Collector.

TEMPERANCE IN ALBANY .- The Temperance Re corder savs:

By a unanimous vote of the corporation of the city of Albany, on the evening of the 26th of April, it was determined that no license should be granted for retailing ardent spirits, to be drank in stores or groceries the coming year.

Bunker Hill Monument .- We learn that a gentle man of this city has proposed to the Government of the Mechanic Association, to give \$5000 towards completing the Bunker Hill Monument, provided hat \$50,000 shall be raised within three months, to fin-18h the Monument agreeably to the original design. The offer has been accepted by the Association, and the members have undertaken to raise the requisite sum by subscription. It is stated that to this \$5000, \$10,000 have been added, and that the whole \$50,-000 will in all probability be raised within the given time.—[Boston Centinel.]

Aurora Borealis.-One of those wonderful exhibi bitions of nature in which the heavens are decked in robes of splendor, and which men behold with awe and admiration, was visible for some time about nine o'clock last evening. Unlike that luminous and majestic arch which was seen to span the sky on a simi lar occasion a few years since, the light in this in stance flashed along the northern and western horizon in brilliant and successive undulations. It seemed as though the banners of the upper sanctuary, in folds of living silver light, were let down, and waving and trembling in the breeze. (!)-[Troy Press.]

Aurora Borealis .- Yesterday evening the beauti ful phenomenon of the Aurora was seen, at this city, shooting in beautiful corruscations, and enlightening the northern part of the heavens, while the southern was enveloped in darkness. The rays ascended to an altitude of forty five degrees, and, after playing for the space of about ten minutes, merged into a steady light, resembling that which immediately precedes the rising of the sun, and continued to shine in the north for some time afterwards .-- [Wash. Tel.]

The Philadelphia United States Gazette remarks, that a brilliant aurora was visible there, too, on Friday evening. We have not heard that it was seen in this eity.

[From the National Intelligencer.]
GEORGIA CONVENTION.—On Thursday the 9th inst the Convention resolved itself into a committee of the whole, and the report of the committee of 27 was taken into consideration. Thursday, Friday, and Saturday, were consumed in speeches, and in the dis-cussion of various propositions for the organization of the Senate and House of Representatives of the General Assembly. Judging from what had taken place, it seems to be the opinion that the Senate will be considerably reduced, if not the House. But the great point of contention is the basis of representa-tion. Sectional feelings and interests had prevailed, so far, in the debate. A large number of the Delegates, especially those of the northwestern counties, advocate the white population alone as the basis of representation, while the middle counties contend for the present basis of representa-tion, which is the Federal, as established in the Constitution of Georgia, and in that of the Unit-ed States. The Delegates of the lower counties contend for territorial representation, and appear willing to unite with those who will offer them adwantages in the General Assembly which, on account of the sparseness of the population of those counties, they cannot possess, unless territory is repre-sented in one or the other branch of the Legisla-ture. On Saturday the main question at issue was

be retained by a spirit of compromise between the various interests and views of the several sections of the country.

THE FLOOD .- The Albany papers of Tuesday give further disasters by the late flood.

The docks and piers at Albany were above water and business in a measure resumed. No particular account had been received as to the extent of damage to the canal, but it was believed that in a week it would be navigable. At Pulaski, considerable damage had been done. Lands had been overflown, bridges had been carried away, &c. At Cansjoharie, H. St. John had part of his distillery carried off, and much other property was destroyed. And we find that Lyons, New Berlin, &c. had suffered from the sad effects of the flood.

[From the Mohawk Gazette of Wednesday.]
FRESHET.—The streams in this vicinity have been raised to an unusual height by the late rains. understand that the creek which runs near Fort Johnson, has been swollen to such a height that it has carried away nearly every bridge and mill-dam on it. Among the dams swept away we understand is the one at Fort Johnson.

The Auries creek, we also learn, has been so high that it has carried away thirty feet of the canal dam, near the village of Auriesville, and has occasioned a breach in the canal that it will probably take some days to repair.

The floods occasioned by the recent rains are not confined to the Hudson and its tributaries. The Connecticut, we hear, had swollen greatly above high water mark, and, by the extract below, from a Harrisburg paper, it appears that the Susquehanna, too, was rolling down angry torrents.

[From the Harrisburg, (Pa.) Intelligencer, Tuesday.]
THE FLOOD.—After some weeks of warm dry
weather, in which the Susquehanna became so low opposite this place, that droves of cattle forded the river, we have had a series of successive showers which have continued for nearly a week; and the change in vegetation is almost unparalelled.

When our paper went to press the Susquehanna had reached the heighth of 16 feet above low water mark, and was still rising. The oldest inhabitants say that the rise is greater than has taken place for thirty years—higher than the great flood 16 years ago. The rain must have been much more powerful up the river than in this vicinity. There must be a great destruction of property—the river is full of floating timber—sometimes whole rafts pass swiftlv bv.

B. B. THATCHER, Esq. the author of "Lives of the indians, " and favorably known as a gentleman of high literary attainments, has assumed the editorship of the Boston Mercantile Advertiser.

[From the Albany Evening Journal, May 18.]
The proprietors of the Evening Journal are called upon to discharge a painful duty, in recording the death of their estimable partner and friend, Mr. Benjamin D. Packard, who, after a protracted illness expired at 9 o'clock this morning, in the 54th year of

Mr. Packard was one of the oldest and most re mr. Packard was one of the oldest and most respectable citizens of Albany. He occupied the building in which this paper is published, as a Bookseller, for thirty years. His affection for his family, and his devotion to business, absorded and occupied his whole attention and time, After faithfully and honestly discharging all the duties which humanity imposed, he balanced and closed his worldly ledger, and has gone to render his last and final account.

-The Bostonians are about sending a cargo of Calcutta, in the ship Tuscany. The Lowell ice to Calcutta, in the ship Tuscany. The Lowell Journal says "it is compactly stowed in the lower hold, surrounded with tan, which is well known to be a non-conductor of heat, and great care has been taken to exclude the external air. If this cargo should arrive there safe, it would doubtless command in that sultry climate an enormous price; but we may venture to say that the idea of transporting such a perishable commodity, so many thousands of miles, in the course of which the Equator must be twice traversed, would never enter into the head of any other being than a Yankee."

The venerable editor of the Raleigh Register, Jo-EPH GALES, Sen. father of the editor of the National dested, in committee of the whole, and decided in The venerable editor of the Raleigh Register, Jo-roof of a neighboring house, and passed down favor of white population as a basis for representation, seem Gales, Sen. father of the editor of the National whole building to the lower floor, where the fau but it was thought, when the subject would come be. Intelligencer, has vacated his editorial chair, in favor were eating breakfast. No person was injured.

the city of Washington. A complimentary dinner was given to him prior to his departure, by the citizens of Raleigh, at which the Gevernor of the State presided, and Chief Justice Marshall was among the invited guests.—[Baltimore Chronicle.]

Comportable Indifferences.—The New Orleans

Courier of the 1st instant, says :

Seven or eight northern mails arrived to-day; by which we got a lot of old papers from the cities whence new were expected. The post office officers had not undertaken to open all the bags, as it is a most arduous task; so that we do not know whether the New York dates of the 12th, and Charleston of the 19th, which we lately received by way of Cincinnati, are more recent than those expected by this day's mail. Probably we shall be enabled to ascer. tain the fact to-morrow. It is, however, of little or no consequence.

Life Assurances.—For the information of those who may wish to provide for their families at a very small rate, and who have not the means of rendering them any adequate assistance at their death, by will or inheritance, the following case (which occurred in this city within a few months past, and which is but

partially known) is now made public.

A merchant well advanced in life, and who for more than forty years had been successful in business. became unfortunate. His family was large, and so far as his means extended, must necessarily have been left destitute in the event of his speedy dissolu. tion, which, however, was not, at that time, even probable. He, notwithstanding, it seems, was fully bable. He, notwithstanding, it seems, was fully sensible of the uncertain tenure of Life, and caused his to be insured in the latter part of November, at the Baltimore Life Insuance Company, in the sum of \$10,000. He died in the middle of February ensuing, within eleven weeks from the date of the policy, and his widow has received the whole sum without any trouble or expense, and before the period provided for the payment thereof had expired. This provident act has rendered his family not only comfortable, but, with prudence, independent; and they have abundant cause to bless the day when a resolution so happy in its consequences was formed and acted on.

—[National Intelligencer.]

Manufacture and Consumption of Ardent Spirits.

—The quantity of gallons of proof spirits distilled in England, in 1832, is stated to be 3,788,068; in Scotland, 7,979,038; and in Ireland, 9,260,920; making a total of 21,028,026 gallons. The quantity upon which the duties were paid for home consumption were, for England, 7,259,287 gallons; for Scotland, 4,861,515 gallons; for Ireland, 8,657,756 gallons-

The Sulky and the Sociable.—A gentleman and his wife were reduced from a life of splendor and luxury, by unaveidable misfortunes, to a more moderate way of living. He had been since their misfortunes extremely morose and gloomy, and it was a lively reply of his affectionate wife, that caused a change. "Wife," said he one morning, "my affairs are embarrassed, and it is necessary I should curtail my expenses. I should like to have your opinion as to the reduction." He spoke this in a more gentle tone than usual. 'My dearhusband,' said she, 'I shall be perfectly happy if you will get rid of the sulky, and let us retain the sociable.'

We learn that the cargo of the brig Orb, lost on the Triangles, (Gulf of Mexico) on the 14th April, was worth about fifty thousand dollars. It was in-sured in this city. Vessel insured in Baltimore.— [Journal of Commerce]

Old Berks Forever.—The wife of Mr. Peter D. Miller, in Upper Bern township, Berks county, was safely delivered of three sons at one birth, who, with the mother, are all doing well.

Mr. Audubon, says the Boston Patriot, in a letter addressed to a gentleman in this city, dated Eastport, May 9th, observes, that he has concluded to charter a schooner of some 50 or 60 tons, for his voyage, in the following direction:—From Eastport to Sable Island, thence to Newfoundland, and all around it thence to the coast of Labrador, and up towards Hudson's Bay, as far as the season will admit."

On Monday last, while several persons were at work in the marble quarry of John Broke, near Norristown, Pa. one of the banks fell in, and instantly killed one of the workmen—another died a short time after he was taken out, and a third and fourth were seriously injured. On the same day, in Plymouth township, in making a blast in a lime stone quarry, a stone weighing about 240 pounds, fell upon the roof of a neighboring house, and passed down the whole building to the lower floor, where the family

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Mr. Secretary Woodbury arrived in Pensacola been increasing, and that the greater part expired were better aimed and deeper. The Indian now beon 27th April, and remained there till the 30th, ex. after a very few hours sickness; to speak plainly, they amining the Navy Yard, the Live Oak plantations, the fortifications, and, (as he states in a letter to the citizens declining a public dinner,) "the various improvements, contemplated in connection with Pensacola, as a healthy and important Naval Station for our West India Squadron, and for the whole Gulph of Mexico, as well as for the special protection of the grewing commerce of Mobile Bay and the vast trade of the Mississippi River."

PENSACOLA, MAY 2d .- The U. S. Schooner SHARK, Lieut. Comding Boerum arrived in our harbour on the 29th ult. The Shark has been absent from this place near five months, and has cruised around the Gulf of Mexico, the North side of Cuba around the windward Islands and along the whole coasts of Venezuella, New-Grenada and Central America. She is last from Porto Bello in ten days. Her Officers and Crew are all well,

[From the Baltimere American.]
We learn that ——, Saunders, Esq. of Carolina, has been appointed Commissioner under the French Treaty of Indemnity, vice —— Williams resigned.
We also learn that Daniel Brent, Esq. Chief

Clerk of the Department of State, has been appoint. ed Cousul General of France, to reside at Paris.

Mr. Saunders is we presume the former member o Congress of that name from North Carolina.

Mr. Brent's appointment is to the place occupied by the late J. Cox Barnet.

APPROPRIATIONS.—The appropriations made at the last session of Congress, were briefly as tollows :

PATENTS.—The number of patents granted for 'use ful inventions' in 1832, was 474, viz. to persons in

Maine 94	Georgia
New Hampshire 11	Kentucky
Massachusetts 56	Tennessee
Rhode Island 4	Ohio
Connecticut 29	Louisiana
Vermont 14	Indiana
New York	Mississippi
New Jersey 8	Alabama
Pennsylvania 89	Missouri
Marviand 19	Michigan Territory
Virginia 11	District of Columbia
North Carolina 5	·
Gonth Calalina A	Total

The Mayor and Aldermen of Boston were arraign ed at the bar of the Municipal Court, recently, upon an indictment found against them by the Grand Jury, for a false return of votes in April last. They severally pleaded not guilty. Their trial was assigned for Monday next, and they were discharged on their recognizance of \$200 each.

Discovery.—Among the late new publications in Paris, we find one with the following title: "Grammaire Conjugale" (Conjugal Grammar) or general principles by the aid of which a wife may be broken in, and made to go with the regularity of a clock, and render her at the same time as mild as a lamb.

The journeymen carpenters have turned out, and demand \$1 50 wages per day. The present pay is \$1 37 1.2. They paraded the streets yesterday, to

Steamboat Accidents.--The Steam Boat Spy was snagged in descending the Arkansas, twenty-five below Fort Gibson, and the last accounts she lay with the water up to her guards. On the night of the 7th ult., the Steam Boats Wyoming and Arkansaw came in contact in the Arkansas, and the former was considerably damaged.—[Louisville Gazette.]

HEALTH OF NEW ORLEANS.—The New Orleans Courier of 30th uit, has this paragraph.

We are not alarmists, nor would we wantonly instil

died of the merciless cholera; or, if we mistake the character of that dire disease, the prevailing one is, at least, as fatal in its effects; and although, hitherto, the number of victims may be deemed inconsiderable, we nevertheless are of opinion that our constituted authorities should inquire into the state of the public health, and adopt such measures as might tend to prevent further mischief.

[From the Boston Transcript.]

Go ALONE. - The following is the superscription of a letter which passed through our Post office, yester-day, on its way to Canada, and will no doubt be duly received, provided John gives the credit asked for

a, provided John gives the credit ass
Eighteen and three-fourths cents I've paid
To Uncle Sam, to be conveyed
To Derby Line, without delay,
Betwirt Vermont and Canada;
From Derby Line, if John Bull will
Carry me safely to Georgeville,
Four and a haif pence will I engage
He shall receive from Gorham Page;
And if said Page will not comply,
I'll stay in Georgeville until I die.

MISCELLANY.

[Prom the Western Monthly Magazine for May.] A SCENE IN 'THE DARK AND BLOODY GROUND.

JAMES MORGAN, a native of Maryland, married at an early age, and soon after settled himself near Bryant's station, in the wilds of Kentucky. Like most pioneers of the west, he had cut down the cane, built a cabin, deadened the timber, enclosed a field with a

worm-fence, and planted some corn.

It was on the 15th day of August, 1782; the sun the surrounding wood, the tall cane bowed under its gentle influence, and the broad green leaves of the corn proudly waved in the air; Morgan had seated himself in the door of the cabin, with his infant on his knee; his young and happy wife had laid aside her spinning-wheel, and was busily engaged in preparing the frugal meal. That afternoon, Morgan had acci-dentally found a bundle of letters, which he had fin-ished reading to his wife, before he took his seat at the doer. It was a correspondence in which they had acknowledged an early and ardent attachment for each other, and the perusal left evident traces of joy on the countenance of both; the little infant, too, seemed to partake of its parents' feelings, by its che-rub smiles, its playful humor, and its infantile cares. While thus agreeably employed, the report of a rifle was heard; another, and another, followed in quick succession. Morgan sprang to his feet, his wife ran to the door, as they simultaneously exclaim. ed, 'Indians!' The door was immediately barred and the next moment all their fears were realized, by a bold and spirited attack from a small party of Indians. The cabin could not be stacessfully defended and time was precious. Morgan, cool, brave, and prompt, soon decided. A puncheon was raised; while Morgan was in the act of concealing his wife under the floor, a mother's feelings overcame her, she arose, seized her infant, but was told that its cries would betray her place of concealment. She heartated, gazed silently upon it. A momentary struggle between affection and duty took place. She once more pressed her child to her agitated bosom, again, and sgain, and kissed it with impassioned tenderness. The infant, alarmed at the profusion of tears that fell upon its cheen the look. ed up in its mother's face, threw its little arms around her neck, and wept aloud. 'In the name of Heaven, Eliza, release the child, or we shall all be lost,' said the distracted husband, in a soft im-ploring tone of voice, as he forced the infant from the arms of his wife, hastily replaced the puncheon, took \$1 37 1.2. They paraded the streets yesterday, to up his gun, knife and hatchet, ran up the ladder that the number of between 3 and 400—very peaceably led to the garret, and drew it after him. In a moment the door was burst open, and the savages entered. By this time Morgan had secured his child in a bag, and lashed it to his back, then throwing off some clapboards from the roof of the cabin, reso. lutely leaped to the ground. He was instantly as sailed by two Indians. As the first approached, he knocked him down with the butt of his gun. The other advanced with uplifted tomahawk; Morgan let fall his gun, and closed in. The savage made a blow, missed his aim, but severed the cord that bound the infant to his back, and it fell. The contest over the child now became warm and fierce, and was carried

came frantic with rage and disappointment. teeth were clenched together, the veins in his neck swollen, his eyes seemed to emit sparks of fire, as he grasped Morgan by the hair, elevated himself on tip toe, and raised his bloody knife. It descended with a desperate intent, but Morgan, watchful as he was brave, took advantage of the moment, made a was brave, took advantage of the moment, made a quick and violent thrust at the side of the Indian—the blood gushed out, the savage gave a feeble groan, and sunk to the earth. Morgan hastily took up his child and gun, and hurried off. The Indians in the house, busily engaged in drinking and plundering, were not apprized of the contest in the yard, until the one that had been knocked down gave signs of returning life, and called them to the scene of action. Morgan was discovered, immediately pursued, and a dog put on his trail. Operated upon by all the feelings of a husband and a father, he moved onward with the speed of a hunted stag, and soon outstripped the Indians, but the dog kept in close pursuit.— Finding it impossible either to outrun or elude the cunning animal, trained to hunts of this kind, he halted, waited until it came within a few wards of him, fired and brought it down, reloaded his gun. and again pushed forward. Bryant's station was not far off—firing was heard—he stopped for a moment, and again advanced. Fires could now be distinctly seen, extending for some distance on both sides of Elkhorn creek. The station was in view; lighted arrows fast descending on the roof of the cabins; it was no longer doubtful; Bryant's station was besieged by a large force, and could not be entered at that time. He paused—the cries of his infant, that he had again lashed to his back, aroused him to a sense of his own danger, and his wife's perilous situation. Another effort was made, and he in a short time, reached the house of a brother, who resided between the station and Lexington, where he left the child, and the two brothers immediately set out for his dwelling. As they approached the clear-ing, a light broke upon his view—his speed quickened, his fears increased, and the most agonizing apprehensions crowded upon his mind. He emerged from the cane-brake, beheld his house in flames, and almost burned to the ground. "My wife." he exclaimed, as he pressed one hand to his forehead, and grasped the fence with the other, to support his tottering frame. He gazed for sometime on the ruin and desolation before him, advanced a few steps, and sunk exhausted to the earth. Morning came; the bright luminary of heaven arose, and still found him seated near the almost expiring embers. right hand, he held a small stick, with which he was tracing the name of Elizs on the ground-his left was thrown over his favorite dog, that lay by his side, was thrown over his ravorate dog, that may by his sade, looking first on the ruin, and then on his master, with evident signs of grief. Morgan arose; the two brothers now made a search, and found some bones, almost burned to ashes, which they carefully gathered and silently consigned to their mother earth, beneath the wide spread branches of a vener-able oak consecrated by the purest and holiest recollections. One of the most interesting pages in the annals of Tacitus is that in which he so eloquently and so feelingly describes the return of Agrippins, to her country and her home, bearing the urn that contained the ashes of her murdered husband, surrounded by her weeping children and mourning friends. There is an awakening interest in the deep-rooted sorrow, that calls into action all the kind feelings and tender sympathies of our nature; and the heart can, no doubt, be as warmly operated upon in the wild plains of America as on the classic grounds of Italy. There is something peculiarly touching in the performance of the last sad duty of burial, whether encompassed by the proud and lofty towers of Imperial Rome, while the cries of mourning thousands ascend to heaven, or surrounded by the tall green trees of republican Kentucky, where the stricken heart silently pours forth its sorrows.

On the evening of the 16th of August, Morgan, his brother, and a number of men from Lexington, gallantly threw themselves into the besieged station and saved the fortress. After a bold, spirited, and unsuccessful siege, Simon Girty drew off his men on the morning of the third day, and marched in the direction of the Lower Blue Licks. By this time, the whole neighborhood had risen in arms, and with the aid promptly given by Harrodsburg and Boen's station, one hundred and sixty six mounted men mustered under the command of Colonels Todd and chimerical fears into the minds of our felloweitzens. On with knives only. The combatants thrust and But we believe it to be sound policy, and conceive it plunged their deadly instruments into each other, our duty, to inform them of the actual situation of the with desperate fury. The robust and athletic Morhealth of the city. It would be ridiculous to deny, gan at length got the ascendancy. Both ware badly others, watchful and experienced, and well acquaint that for some days past, the number of deaths has eut, and bled freely, but the stabs of the white many ed with Indian signs, discovered strong evidences. The line of march was immediately taken

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ef tardiness and ostentation, that seemed to invite heroic father, who hewed his way through the enean attack. The trees were chopped for the purpose my, and laid every opposing warrior low. All that
of pointing out the route, while they took pains to could be accomplished by patriotism, effected by bramended his soul to Heaven, and in breathless anxconceal the number, by marching in single file, step-very, won by a disregard of death, or gained by a ping in each other's track, and contracting their love of country, was now performed. Arm to arm, camps. As the van arrived on the south bank of breast to breast, they had struggled with the ene-Licking river, at the Lower Blue Licks, a few scat-licking river, at the Lower Blue Licks, a few scat-tering Indians were discovered, slowly and carelessly that in ambuscade, was overwhelming and irre-retiring over the hills on the north side of the river. sistible. Pressed in the front and assaulted on the retiring over the hills on the north side of the river. A halt was immediately called, and a consultation right, attacked on the left, and about being surroundtook place. Neither of the commanding officers being much acquainted with Indian warfare, they asked the opinion and advice of the soldier and woodsman, colonel Boon, who was well acquainted with the situation of the ground. He, in his plain, frank, and impressive manner, stated, that in his opinion, the enemy invited an attack; their number might probably vary from three to five hundred, owing to the ambiguous nature of the sign; the main body was near, and prepared for action, and the ground was well calculated for ambuscade. The river wound in an irregular ellipsis, near the centre of which, and on the top of the hill then in view, passed the great Buffalo road, leading to Limestone; two ravines made up in different directions, about one mile in advance, and terminated near each other, on the right and left of the road; both ravines were covered with small oak and underwood, while the ground between the river and ravines was uneven and barren; the Indians would be able to fight under cover, while the Kentuckians could scarce be protected by a single ahrub. It was, therefore, most advisable to w for the reinforcement hourly looked for, under the command of colonel Logan, and in the meantime, the surrounding country could be examined, and the position of the enemy reconnoitered, but in the event of an immediate attack being resolved on, the troops ought to be divided; one divi-sion to march up on the south side of the river, cross the mouth of a small creek, and fall upon the outside of the ravines, while the other division should place itself in a position to take advantage of circumstances, co-operate with the first division in event of an attack, and make an effort to take the enemy in their own snares, should they be in embus-eade. Already had Boon gained over to his opinion a large portion of those who heard him, when the rash and impatient M'Gay applied the rowels to the sides of his horse, and plunged into the stream, cry-ing out at the same time in a loud voice, "Those who are not cowards will follow me, and I will show them where the Indians are !" A confusion, so common and so fatal among undisciplined troops, now took place. One followed, another followed, some doubted, others wavered, a few were determined, and a part stood firm. But unfortunately, the prompt and authoritative word 'halt,' was not given, and the council was broken up. Morgan, together with some others, who had listened to the advice of Boon, were convinced of its correctness, and opposed to crossing the river, but at length suffered themselves to be on the northern bank. No order was observed, no command was given. The narrow strip of bottom-ground, in which the salt-spring is situated was soon passed, and the hill ascended. Here they were led, by the re-appearance of the few Indians first dis-covered, to a ridge on the left, which terminated near the two ravines, and at its termination, was covered with small oak. The distance from the spring to the ravines was about one mile, and the intervening ground uneven and barren; for ages back it had been stripped of its foliage by the tread of the innumerable herds of deer and buffalo that resorted to the Lick, and presented an almost unbroken pavement of rocks, through which a few scattering scrubby oaks had here and there a few scattering scrubby oaks had here and there are ferced their way. M'Gay and M'Bride, at the head of the party in front, that first reached the woods, were instantly attacked by the Indians that fay concealed, and waiting for them. The action now commenced, and soon became warm and bloody. A constant and destructive fire was kept up. The savage war-whoop, that burst from both ravines, filled the air with loud and increased poals of discordant walls. It was soon discovered that the two ravines, quietly slumbering in eternal repose. The pale glimwhich concealed the enemy, extended beyond the whole line of the Kentuckians, and now poured forth a countless horde of hungry cannibals prepared for allaughter and thirsting for blood. Todd and Trigg trushed forward, and fearlessly fronted the enemy; athey fought, they bled, and fell in the early part of the action, nobly evinging that they were as brave in the field of battle, as am; able in private life. The patriot Harland was also slain, bravely defending himself, and proudly sustaining his country's honor. The gallant and youthful Boon fell by the side of his

ed, many of the best and ablest siain, and others fast falling in every direction, a retreat was attempted under the edge of the tomahawk. When the firing commenced, the greater portion of the troops had dismounted; some regained their horses, others retreated to the troops had a second to the s ed on foot. The victorious enemy pursued with deadly and victorious perseverance. The retreating Kentuckians hurried over the rocks, rushed down. and the victors and the vanquished plunged together and the victors and the vanduished plunged together down in torrents—his names were violently forced in the stream; some were slain before they reached the bank, but the river presented a scene bloody as a faint ray beamed upon him—his eyes involuntarily it was destructive. The day was warm, the retreat rapid; the unarmed and exhausted Kentuckians fell audible voice, exclaimed, 'my husband!' and fell easy victims to the tomahawk and scalping knife, and in a short time Licking ran streams of blood. The few who had gained the southern shore on horseback, halted and fired: this caused a momentary check, but after a short pause, the pursuit was again renew-ed, and safety only found in Bryant's station, thirtysix miles from the field of battle. Here the defeated Kentuckians met the van of Col. Logan's command, about four hundred strong. The Colonel halted unabout four hundred strong. The Colonel halted un-til the rear came up, and the next day marched in pursuit of the enemy. The battle ground was reach-ed the second day after the action, and presented a scene that agonized every bosom, pained every beart, and moistened every eye. The dead bodies, exposed to the rays of a scorching sun, were so much swollen and mangled, that the father, brother and friend, who had come to perform the last sad rites of burial, were denied even the melancholy satisfaction of knowing whether those for whom they sought, in hope of recognizing a favorite son, turned, anxiously turned, body after body, but all in vain; the tear rolled down the furrowed cheek, yet it fell upon he knew not whom.

James Morgan was among the last that had cros ed the river, and was in the rear until the hill was ascended. As soon as he beheld the Indians reappear on the ridge, he felt anew his wrongs, and recollected the lovely object of his early affections. He urged on his horse, and pressed to the front While in the act of leaping from his saddle, he received a rifle ball in his thigh, and he fell: an Indian sprang upon him, seized him by the hair, and applied the scalping-knife. At this moment, Morgan cast up his eyes, and recognized the handkerchief that bound the head of the savage, and which he knew to be his wife's. This added renewed strength to his body, and increased activity to his fury. He quickly threw his left arm around the Indian, and with a death like arrest hugged him to his head. with a death-like grasp, hugged him to his bosom, plunged his knife into his side, and he expired in his arms. Releasing himself from the savage, Morgan crawled under a small oak, on an elevated piece of ground, a short distance from him. The scene of action shifted, and he remained undiscovered and unscalped, an anxious spectator of the battle. was now midnight. Girty and his savage band, after taking all the scalps they could find, left the battle ground. Morgan was seated at the foot of the oak, its trunk supporting his head. The rugged and uneven ground that surrounded him was covered with the slain; the once white projecting rocks, bleached with the rain and sun of centuries, were crimsoned with the blood that had warmed the heart and ani-

icty awaited his fate. The satiated animal slowly passed on without noticing him. Morgan raised his head, was about offering thanks for his unexpected head, was about offering thanks for his unexpected preservation, when the cry of a pack of wolves opened upon him, and again awakened him to a sense of his danger. He placed his hands over his eyes, fell on his face, and in silent agony again awaited his fate. He heard a rustling in the bushes—steps approached —a cold chill ran over him. Imagination, creative, busy imagination, was actively employed—death, horrible death, awaited him; his limbs would, in all probability, be torn from his body, and he devoured alive. He felt a touch—the vital spark was almost extinguished—another touch more violent than the first, and he was turned over—the cold aweat ran down in torrents—his hands were violent than the direct man the direct man down in torrents—his hands were violently forced from his face—the moon passed from under a cloud, a faint ray beamed upon him—his eyes involuntarily upon his bosom.

Morgan now learned from his wife that, after the Indians had entered the house, they found some spirits, and drank freely; an altercation soon took place, one of them received a mortal stab and fell; his blood ran through the floor on her; believing it to be the blood of her husband, she shricked aloud, and bethe blood of her husband, she shrieked aloud, and be-trayed her place of concealment. She was immedi-ately taken and bound. The party, after setting fire to the house, preceded to Bryant's station. On the day of the battle of the Blue Licks, a horse with saddle and bridle rushed by her, which she knew to be her husband's. During the action the prisoners were left unguarded, made their escape, and lay concealed beneath some bushes under the bank of the river. After the Indians had returned from the pursuit, and left the battle-ground, she, with some other persons that had escaped with her, determined to made a search for their friends, and if termined to made a search for their ricends, and it on the field and living, save them if possible from the beasts of prey. After searching for some time, and almost despairing of success, she fortunately discovered him. The party of Col. Logan found Morgan and his wife, and restored them to their friends, their infant, and their home.

Mason County, Kentucky.

POETRY.

[The following pathetic piece is copied here from the Alexandris Gazette, with the omission of a single verse, the indifferent construction of which mars the simple bounty of the others:]

"ARE WE ALMOST THERE?" "Are we almost there—are we almost there?"

Baid a dying girl, as she drew near home—

"Are those our poplar trees which rear

Their forms so high 'gainst the heavens' blue dome?"

Then she talked of her flowers, and thought of the w. Where the cool water splash'd o'er the large white sto: And she thought it would southe like a fairy spell.

Could she drink from that fount when the fever was or

While yet so young, and her bloom grew less. They had borne her away to a kindiler clin For she would not tell that 'twas only distress Which had gathered life's rose in its sweet sp oet spring-time.

Which had gathered life's rose in its sweet spring-tir
And she had looked, when they bade her to look,
At many a ruin and many a shrine—
At the sculptured niche, and the pictured nook,
And marked from high places the sun's decline.
But in secret she sighed for a quiet spot,
Where she oft had played in childhood's hour;
Tho' shrub or flowret marked it not,
"Twas dearer to her than the gayest bower.
And oft did she sak, "Are we almost there?"
But her voice grew faint, and her flush'd cheek pale:
And they strove to coolee her, with useless care,
As her sighs would escape on the evening gale.
Then swiftly more swiftly, they burried her on.

Then swiftly more swiftly, they hurried her on:
But anxious hearts felt a chill despair;
For when the light of that eye was gone,
And the quick puise stopp'd, she was almost there: IMOGENE

PATERNAL AFFECTION-By Barry Cornwall. The feelings of a parent, regarding a child in dangerous sickbeautifully expressed in the following stanzas:

beautiumy expressed in the ronowing soan Send down thy winged Angel, God! Amidst this night so wild, And bid him come where now we watch, And breathe upon our child. She lies upon her pillow, pale, And moans within her sleep, Or waketh with a patient surile, And striveth set to weep. How gentle and how good a child She is we know too well. And dearer to her parents' hear Than our weak words can tell We love—we watch throughout the nigh To aid, when need may be, We hope—and have despaired at times, But new we turn to Theo; ut the night,

METEOROLOGICAL RECORD, KEPT IN THE CITY OF NEW-YORK

For the Week ending Monday, May 20, 1833, inclusive.

[Communicated for the American Railroad Journal and Advocate of Internal Improvements.]

Monday, " 20	2 p. m. 6 10	76 72 68 64	29 · 86 29 · 88 29 · 90 29 · 93 29 · 95 29 · 95 29 · 95 29 · 95	WSW NE-ENE ENE-E E		{ wsw NW }	———cloudy cloudy—rain rain	[cloudy	Average temporature of the week, 65°.54. N. B.—During the early part of the current week all our great rivers and their tributary streams. N. B.—During the early part of the current week all our great rivers and their The Connectinave been greatly swollen by the heavy rains which acceeded the late drought. The Connectinate of the flucton, and the Mohawk, as well as twell as the rivers which discharge into Lake Oniario, have all risen to an extraordinary height, and much injury has been sustained. It is worthy of remark, that the barometer has stood much above its men elevation during the period of these rains, and for a considerable time previous thereto, having mean elevation during the period of these rains, and for a considerable time previous thereto, having mean elevation during the period of these currence of the first showers, when it subsided only
Sunday, "19	2 p. m. 6 10 6 a. m.	72 72	29·88 29·85 29·86 29·85 29·87	sw sw by w	light	w—nw nw wsw	fairhorizon	mostly	uning the early part of the week greatly swellen by the elect at Hartford, and the re revers which discharge has been sustained. It is on during the period of 30 rectors
Saturday, " 18	2 p. m. 6 10 6 a. m. 10	66	30·04 30·01 30·00 30.00 29·98	ssw 	moderate	wsw	cloudy	9	le week, 65°.54. ant of the current by the heavy rated the Ohio, the incharge into Laber and the office of the worth reciol of these rated of these rates.
Friday, " 17	10	58 52 53 55 61	30·15 30·15 30·11 30·06 30·05	::	strong light	NNW	rain cloudy	14	650.54. The current week all our great heavy rains which succeeded Oblio, the Susqueltamah, the einto Lake Ontario, have all rie is worthy of remark, that the bits worthy of remark, that the lies worthy of remark.
Chursday, " 16	10	68 66 59 59	30·10 30·12 30·18 30·16	ENE NE	fresh	N	rainy cloudy rainy		all our grahamah, lo, have all ark, that the for a consuce of the for a consuce of the for a consuce of the for a consuce of the for a consuce of the for a consuce of the for a consuce of the for a consuce of the for a consuce of the for a consuce of the for a consuce of the for a consuce of the for a consuce of the force of the
Wednesd. " 15	6 a. m. 10 2 p. m.	65 68 72	30·00 30·03 30·07	N NNE	::	{ sw }	cloudy		eat river led the l the Huds I risen to he barom siderable
Fuesdy. May 14	2 p. m. 6 10	63 68 73 65 63	30·08 30·11 30·07 30·03 30·04	s by E s ssE	light	s se	rainy cloudy fair rainy		eek, 65°.54. of the current week all our great rivers and their tributery stre of the current week all our great rivers and their The Coun the heavy rains which succeeded the late drought. The Coun the Ohio, he Susquehammsh, the Hudson, and the Mohawk, as ange into Lake Ontario, have all risen to an extraordinary height, it is worthy of remark, that the baronneler has accord nucle above it is worthy of remark, that the baronneler has accord nucle above it is worthy of considerable time previous threto, ha and of these rains, and for a considerable time previous threto, ha except on the occurrence of the first showers, when it subsided.
Date.	Hour.	Thermometer	Barometer.	Winds.	Strength of Wind.	Clouds from what direction.	Weather and Ro	emarks.	65° 54. The Courent week all our great rivers and their tributary streams he current week all our great rivers and their The Connectinesty rains which succeeded the late drought. The Connectinio, the Susquelaumah, the Hudson, and the Mohawk, as well into Lake Ontario, have all risen to an extraordinary height, and is worthy of remark, that the baronneter has stood much above its these rains, and for a considerable time previous thereto, having them the occurrence of the first showers, when it subsided only

QUINEBAUG BANK.

QUINEBAUG BANK.

The Commissioners appointed to receive subscriptions to the Capital Stock of the Quinebaug Bank, will open the books for that purpose, at Clark's Hotel, in the city of Norwich, on Wollnesday the 29th day of May, at 9 o'clock, A. M. At the time of subscribing, an instalment of ten dollars will be required to be paid, in gold or silver, or in bank notes of any bank in the state of Connecticut, or of the Bank of the United States, or of any of the banks in the cities of New-York or DENNIS KIMBERLY.

EBEN. JACKSON, Jr.

J. G. W. TRUMBULL,

JEDEDIAH HUNTINGTON,

SAMUEL INGHAM,

Norwich, Conn. April 21, 1833.

MO. DERECTIONES OF BAYLEY A. CONTACT QUINEBAUG BANK.

TO DIRECTORS OF RAILWAY COMPA NIES AND OTHER WORKS.

A Engineer lately from England, where he has been employed in the location and execution of the principal railways in that country, wishes to engage with some company in the United States.

United States.

From his practical knowledge of the various kinds of motive power, both of stationary and locomotive engines, also the construction of railway carriages of many descriptions, he has no deubt that he would prove of efficient service to any company having works now in procress.

Latters addressed to W. E. G. 35 Wall street, or to the care of Win. & F. Jacques, 90 South street, will be punctually attended to. Most satisfactory reference can be given. — milif

TP GRACIE, PRIME & CO., offer for sale, at 22 Broad street-

Broad street—

2 cases Gum Arabic
20 do. Danish Smalts, EFFF
10 do. Saxon do. do.
100 bags Sattpetre
2 do Gall Nuts; 20 tons Old Lead
100 do. Trieste Rags. FF
6 boxes each 30 lbs. Tartaric Acid
6 do. each 35 lbs. do. do.
1 case 50 bottles Syrop de Vinaigre
10 cases White Hermitage; 28 do. Code Rotie
10 do. Dry St. Peray: 50 do. Bortiesux Gtave
20 do Chatcau Grille; 5 cases each 12 bottles Olives in Oil
8 bales Fine Velvet Bottle Corks
DRY GUODS BY THE PACKAGE.
10 cases light and dank ground Prints
40 do. 3-4 and 6-4 colored and black Merinos
15 do. 5-5 colored and black Circresians
2 do. Silk Bandannas, black and colored
4 do. Itslian Lustrings
3 do White Satteens
4 do. White Quiltings
10 do. Borrie's Patent Thread, No. 22 and 25
10 do. Borrie's Patent Thread, No. 22 and 25
10 do. Super high col'd Madras Hikks, ert. to debenture
100 pieces Fine English Sheetings, for city trade
2 cases Cantoon Certis
2 do. Super hibe, black, and colored Cloths—selected expressly for Merchant Tailors
25 bales low priced poin Blanketa.

PAPER—
IMPERIAL AND ROYAL—From the celebrated Saugarties

25 bales low priced poin Blankets.

PAPER—

IMPERIAL AND ROYAL—From the celebrated Saugerties

Mills, of the following sizes, all put up with 490 perfect sheets

to each ream—

Sizes—34255. 21;225, 212,245, 252,256, 362,27, 29241, 272,392,

14239, 21239, 24239, 21238, 21227, 20224, &c., &c.

Also—All the old stock of Medium will be sold at very reduced pricec, to close sales, toe Mill having discontinued ma-

duced pricec, to close sales, the king that description of paper.

SURVEYORS' INSTRUMENTS.

Compasses of various sizes and

warranted.
Leveling Instruments, large and small sizes, with high magnifying powers with glasses made by Troughton, together with a large assortment of Engineering Instruments, manufactured and sold by

E. & G. W. BLUNT, 154 Water street,
J31 6t

Corner of Maldenlane.

ENGINEERING AND SURVEYING INSTRUMENTS.

INSTRUMENTS.

The subscriber manufactures all kinds of instruments in his profession, warranted equal, if not superior, in principles of construction and workmanship to any imported or manufactured in the United States; several of which are entirely nexts among which are an improved Compass, with a le escope attached, by which angles can be taken with or without the use of the needle, with perfect accuracy—also, a Railroad Guniometer, with a Goniometer attached, particularly ad-pred to Railroad purposes.

Mathematical Instrument Maker, No. 9 Deck atreet, Philadelphia.

The following recommendations are respectfully submitted to Engineers, Surveyors, and others interested. Raltimore, 1832.

In reply to thy inquiries respecting the instruments manufactured by thee, now in ure on the Battimore, 1832. In reply to thy inquiries respecting the instruments manufactured by thee, now in ure on the Battimore and Ohio Raifmond. I cheerfully furnish thee with the following information. The whole number of Levels now in pussession of the department of construction of thy make is aven. The whole number of the "Improved Compass" is eight. These are all exclusive of the number in the service of the Engineer and Graduation Department.

Both Levels and Compasses are in good repair. They have feat needed but little repairs, except from acc dents to which all instruments of the kind are hable. I have found that thy patients for the levels and compasses have been preferred by my assistants generally, to any others in use, and the Improved Compass is superior to any other decription of Gosiometer that we have yet tried in laying the rails on this Road.

on this Road.

This instrument, more recently improved with a revereing telescope, in place of the vane sights, leaves the engineer scarrely any thing to desire in the formation or convenience of the Compass. It is indeed the nost completely adapted to inter al angles of any simple and cheap instrument that I have yet seen, and I cannot but believe it will be preferred to all others now in the for laying o rails—and in fact, when known, I think it will be as highly appreciated for common surveying.

Respectfully the friend,
IAMES P. STABLER. Superintendant of Construction

JAMES P. STABLER, Superintendent of Construction of Baltimore and Ohlo Railroad

Philadelphia, February, 1833.

Having for the last two years made constant use of Mr.

Young's "Patent Improved Compass," I can safely say I be lieve it to be much superior to any other instrument of the kind, now in use, and as such most cheerfully recommend it to Engineers and Surveyors.

E. H. GILL, Civil Engineer. now in use, and as suc gineers and Surveyors.

gineers and Surveyors.

Germantown, February, 1833.

For a year past I have used instruments made by Mr. W. J. Young, of chiladelphia, in which he has comoined the properties of a Theodolite with the common Level.

I consider these instruments admirably calculated for laying our Railroads, and can recommend them to the notice of Engineers as preferable to any others for that purpose.

HENRY R. CAMPBELL, Eng. Philad.,

ml 1y

RAILROAD NOTICE

RAILROAD NOTICE.

Assembly of this State, at their assained in New-Haven, in May inst, to call the first intecting of the "Boston, Norwich and New-London Railroad Company," thereby gives notice that the first meeting of said Corporation will be holden at Clark's Hotel, in the city of Norwich, on Wednesday the 29th day of May next, at 2 o'clock in the attenson.

Norwich, Conn. April 22, 1883.

NOVELTY WORKS,

Near Dry Dock, New-York

Near Dry Dock, New-1 ork.

THOMAS B. STILLMAN, Manufacturer of Steam Engines, Boilere, Railroad and Mill Work. Lathes, Presses, and other Machinery. Also, Dr. Nott's Patent Tubular Boilers, which are warranted, for safety and economy, to be superior to any thing of the kind heretofore used. The fullest assurance is given that work shall be done well, and on reasonable terms. A share of public patronage is respectfully clicited.

elicited.

Townsend a Durfee e. of Paimyra, Manafacturers of Railroad Rope, having removed their establishment to Hudson, under the rame of Durfee & May, offer to supply Rope of any required length (without splite) for inclined planes of Railroas at the shortest notice, and deliver the n in any of the principal cities in the United States. As to the quality of Rape, the public are referred to J B. Jervis, Egg. M & H. R. R. Co., Albuny, or James Archibahl, Engineer Hudson, and Delaware Caraltand Railroad Company, Carboudale, Luzerne county, Pennsylvania.

Hudson, Columbia county, New-York, James 29, 1833



INSTRUMENTS.

INSTRUMENTS.

SURVEYING AND NAUTICAL INSTRUMENT

MANUFACTORY.

TO SOUTH & HEART TE, at the sign of the Quadram, No. 33 South street, one door north of the Union Heart, Balunore, beg leave to inform their friends and the public, especially Engineers, that they continue to manufacture to oreer and keep for sale every description of Instruments in the above branches, which they can furrish at the shortest notice, and calfair terms. Instruments repaired with care and promputate.

For proof of the high estimation on which their Surveying Instruments are held, they respectfully beg leave to tender to the public perusal, the following certificates from gentlemen of listinguished scientific attainments.

To ewin & Heattle—Agreeably to your request made some months since, I now offer you my opinion of the instruments made at your establishment, for the Baltimore and Olio Railroad Company. This opinion would have been given at a such earlier period, but was intentionally delayed, in order to afford a longer time for the trial of the Instruments, so that I ow'd speak with the greater confidence of their merits, if such tiey should be found to possess.

It is with much pleasure I can now state that notwithstanding the Instruments in the service procared from our northern cities are considered good, I nave a decided preference for those manufactured by you. Of the whole number manufactured in the Department of construction, to wit: five Levels, and five of the Compasses not one has required any repairs within the last twelve months, except from the occasional imperfection of a serve, or from sectionals, to which all instruments are table. They possess a firmness and shability, and at the same time a neatness and beauty of execution, which reflect much credit on the artists enzaged in their construction.

I can with confidence recommend them as being worthy the notice of Companies engaged in Internal imprivements, who may require Instruments of superior work asaship.

AMES P. STABLER,

Superintendent of Construction of the B

Raifrost.

I have examined with care several Engineers' instruments of your Manufacture, particularly Spirit levels, and surveyor's Compasses; and take pleasure in expressing my opioida of the excellence of the work manship. The parts of the levels appeared well proportioned to secure facility in use, and accuracy and permanency in adjustments. These instruments seemed to ne to possess as the modern improvement of construction, of which so many have been made within these few years; and I have no doubt but they will give every satisfaction whin used in the field.

WILLIAM HOWARD, U.S. Civil Engineer.

Bullings Way let 1833.

WILLAM HOWARD. U. S. Civil Engineer.

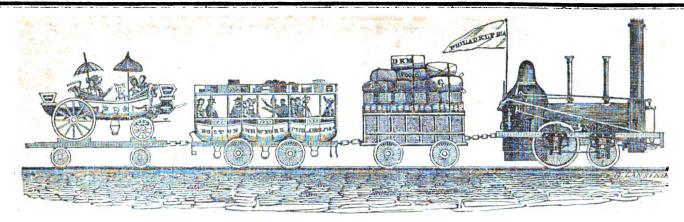
Bultimote, May let, 1833

To Mesers Ewin and Heartte—A you have asked me to eve my opinion of the meris of those instruments of your manasocutive which I have either used or examined, I chee fully state that as far as my opportunities of imp becoming aquestied was their qualities have gone. I have great reason to think well of ho child displayed in their construction. The neathest of their work mare hip has been the subject of frequent remark by myself and of the accuracy of their performance, I have received satisfactive assurance from others, whose opinion I respect, and who have had them for a considerable time in use. The efforts you have made since your establishment in this city, to relieve us of the necessity of sending elsewhere for what we may want in our line, describe the unqualified approbation and our warm encouragement. Wishing you all the success which your enterprize so well merits. I remain, yours, &c.

Civil Engineer in the service of the Bathmore and Ohio Rall-

Civil Engineer in the service of the Baltimore and Ohio Railroad Company.

A number of other letters are in our possession and might be autrofluced, but are too lengthy. We should be harpy to submit them up mapplication, to any persons desirous of persons ing the same. Digitized by GOOGLE



MERICAN RAILROAD JOURNA OF INTERNAL IMPROVEMENTS. **ADVOCATE** AND

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

D. K. MINOR, EDITOR.1

SATURDAY, JUNE 1, 1833.

[VOLUME II.—No. 22.

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AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, JUNE 1, 1833.

Go to Saratoga-say we to our friends aye, say we to all who wish to improve feeble or preserve good health. Go to Saratoga indeed! Who would not! Certainly not a solitary expense and fatigue as in a trip to SARATOGA.

To our worthy citizens who have little business to attend to, or have just closed, or nearly so, an arduous and we trust a profitable, spring the short saying at the head of this article, as they will undoubtedly avail themselves of the earliest opportunity for participating in the pleasures of such an inviting and invigorating ex- dust of a city. cursion. They would do so, indeed, even if it were only to put again in circulation a part of their surplus income, or of the rich harvest so recently gathered by their enterprise; but to thousands of others equally industrious, and equally enterprising, although upon a more limited scale, who think they cannot afford it, we would again say go to Saratoga, and you may rely upon it that you will never forget the pleasure, nor regret the expense; and as for the time, you will scarcely miss it from your business. If time is an object to you, adopt the following plan: Rise early each morning and be industrious through the week until Friday at 3 P. M.; then get ready for the 5 o'clock boat, (and you need not apprehend any danger, as formerly, from that uscless practice of steamboat racing, for it is abolished under the present they are, greater will undoubtedly be made in mart during the winter months.

Albany next morning, in time for the first or half past six o'clock train of cars to Schenectady, where, at Davis's, you may take your coffee and toast, or whatever else you may prefer, previous to taking a seat in those very convenient Cars on the Saratoga Road, which therefore again say, Go to Saratoga-if it is is now completed and connected with the Mohawk and Hudson Railroad. From Schenectady to Saratoga, through Ballston, the distance is 22 miles, which is performed by horse power in two hours with great case. By this arrangement, 17 hours only are required from the time you leave New-York to perform the journey to the Springs. Once there, it is hardly necessary for us to designate a house at which good fare may be found, as there are undoubtedly several excellent houses. We cannot however, omit to say, that better beef-steak, coffee, and butter, cannot be found, and a sion of equal distance can any thing like equal pleasure, or comfort, or benefit, be enjoyed by the invalid, or those in good health, at so little too much boiled, but this was a real was spread before us at Union Hall, kept by Mr. W. Putnam, on Monday morning, 27th ult. The eggs, it is true, the ladies said were expense and fertime are in the said was a real fertime and fertime are in the said was spread before us at Union Hall, kept by Mr. W. Putnam, on Monday morning, 27th ult. The eggs, it is true, the ladies said were expense and fertime are in the said was spread before us at Union Hall, kept by Mr. W. Putnam, on Monday morning, 27th ult. greater variety need not be wished for, than especially as there were eggs cooked in various modes. In short, the breakfast was excellent, the waiters attentive, the house in good order, and every thing indicated a determination to so, an arduous and we trust a profitable, spring satisfy those who may make it their quarters business, after a winter's confinement within during their stay. The other principal houses, the brick walls of Gotham, we need not repeat as Congress Hall and the United States Hotel, are not yet open for company, although in a state of forwardness. The village presents an appearance exceedingly inviting, to one who has been long confined to the brick walls and

Having performed the journey out in 17 hours, the same time only is necessary to return, as follows: Having remained there until Monday, leave Saratoga at 12 M., Albany at 5 P. M., and reach home next morning at or before 6 o'clock, —having been absent 85 hours, travelled 366 miles, spent 34 hours on the way, and 51 at the Springs. The excursion may, however, at the Springs. very soon be made in much less time by those who wish only to take a half dozen glasses of Congress water, and return immediately. They may leave New-York by the evening boat of Monday—dine at Saratoga on Tuesday at one o'clock-return to Albany in time for the five o'clock boat-and be at home at six o'clock on ty-seven hours what would have required, a few years ago, at least ten or twelve days Wonderful, indeed, are the improvements that have been made in the conveniences for travel- prise, and from the unobstructed intercourse ling, within a few years. Great, however, as

admirable arrangement,) which will land you in || the course of the following, than have been during the past twenty years. Within that time, Railroads will be constructed where they are now scarcely dreamed of; and with improvements upon the present plans, equal at least to those which have been made in Steamboats in the same length of time. We would only to have a ride upon the Railroad,-that you may be able not only to appreciate their value, but also to say that you have contributed to the prosperity of those who have done so much for the public.

> NEW-YORK AND ERIE RAILROAD COMPANY. -We learn with much satisfaction that preparations are making for opening books of subscription to the capital stock of this Company, in conformity with the charter as recently amended; and we cannot but feel confident that when the requisite information respecting the route of the proposed railway, and its incatculable importance to this city, is spread before the public, a high interest will be felt in the object by our citizens, and an effort worth of this metropolis and of the undertaking will be promptly made. Nothing, we feel assured as wanting but a spirited commencement of this work, to render certain its speedy and complete accomplishment. We are of opinion that this thoroughfare, connecting our commercial capital with the Lakes and Western States by the shortest and most feasible of all possible routes, will prove not less beneficial to the trade and growth of this city than the Erie canal has Its effects on the business of the city been. with the Western States cannot fail to be of To the southern counties of inmense value. this state, which at present are almost shut out from markets, the prospect of this work being commenced will no doubt be hailed with the liveliest satisfaction. Every proprietor of the soil on its route should obtain stock when the books are opened.

We are gratified to learn that a bill authorizing the construction of a Railroad between the cities of Hartford and New-Haven has passed both houses of the Connecticut Legislature. The feasibility of the route, and the large amount of business which now pertains to it, will, we are confident, insure its early completion. Wednesday morning,—thus performing in thir- Much advantage will accrue to the large manufacturing interest, as well as to the general productive industry of the rich and populous valley of the Connecticut river, from this enterwhich it will afford with our great commercial Method of conducting the Canal Surveys in the State of New-York. By E. F. Johnson, Civil Engineer. [From the American Journal of Science and Arts, No. 1. Vol. XXIV.

At the time when the two great Canals of the State of New-York were constructed, the outlines or boundaries of the ground which they occupied were not established by any accurate or systematic surveys, and hence no means were offered for ascertaining the precise extent of ground intended to be appropriated by the state for their use.

At the period of their completion, the dama ges to the different proprietors whose lands were intersected and injured by them were assessed by commissioners duly appointed and authorized for the purpose. These commisauthorized for the purpose. sioners in making their estimates directed measurements to be made, in very many instances, for determining as nearly as practicable, without too much delay and expense, the average length and breadth of the several portions of ground taken from the different proprietors through whose lands the canals passed.

From these measurements the approximate quantity of ground contained in each portion was deduced, which, compared with its value per acre, enabled the commissioners to determine with greater certainty than could otherwise have been attained, the actual damage to individuals occasioned as above stated.

Although the measurements thus made may have answered sufficiently well perhaps for the purpose for which they were instituted, yet the want of more perfect and systematic surveys in accurately defining the outlines of the canals was soon felt. The proprietors of the adjoining grounds, being ignorant of the precise extent of the claims of the State, could only refer, in their instruments of conveyance, in a general manner, to the canal as a boundary, and were equally at loss in the erection of buildings in those cases where as near an approach to the canals as possible was desirable without infringing upon the rights of the State.

The inconvenience resulting from this state of things was not confined altogether to indi-viduals. The rapid increase in the value of lands bordering the canals, which followed their completion, and the numerous encroachments which were in consequence made upon the ground required for their efficient and successful operation, rendering it necessary for the State to devise some means of preventing any future inconvenience from the same source. This it was apparent could be done only thro' the medium of surveys properly executed, the maps, field books, &c. of which should be de-

posited in some place convenient for reference.

The result of the legislative action upon the subject is to be found in Part I. Chap. IX, Title IX. of the Revised Statutes of the State of New-York, in nearly the following words:

A complete manuscript map and field notes of every canal that now is or hereafter shall be completed, and of all the lands belonging to the State adjacent thereto or connected therewith, shall be made, on which the boundaries of each parcel of such lands to which the State shall have a separate title shall be designated, and the names of the former owners and the date of each title be entered. The expense to be defrayed out of the canal fund. The surveys to be executed under the direction of the Canal Commissioners, and approved by the Canal Board, and when completed to be filed in the office of the comptroller. Copies of the maps and field notes so filed are to be made under the direction of the Canal Board, and transmitted by the comptroller to every county intersected by the canals to which the maps shall relate, and filed in the Clerk's office of such county.

The portion of the revised statutes from which the preceding is taken received the legislative sanction in 1827, and in 1828 and '9 the attention of the Canal Commissioners was directed to the subject, with the view of making the necessary arrangements for the execution of the surveys.

pleted and considered as the property of the State, were the Erie, Champlain, Seneca and Cayuga, and Oswego, which, including the Chemung and Crooked Lake Canals, upon which operations had already been commenced, constituted an extent of nearly six hundred

In accomplishing the survey of these works the importance was at once seen of a rigid adherence to the same uniform system throughout; and it was likewise obvious that the greatest caution and judgment should be exercised in selecting from the different modes which berm, and in every case to reach to the base of might be devised, the one which should afford the means of determining at any future day, with the greatest practicable degree of precision, the outlines of the land set apart by the state for the use of the canals.

In the investigation of the subject, it became apparent that one of two modes, differing materially from each other in their general prin-

ciples, must be adopted.

The first method contemplated the measure ment in the usual manner, with the circumferentor and chain, of the outlines of the ground occupied by the canals, with such references to for the purposes of lock-houses, weigh-locks, permanent objects and cross measurements as were necessary for verifying the accuracy of the survey.

In the other method the location of the out lines or boundaries was to be determined by offsets, made in a specified manner, from a base line situated upon and coinciding with the inner edge of the towing path, the best defined, and (as an object for general reference) the most permanent part of the canal. References were likewise to be made as contemplated in the preceding method to all accessible objects of a permanent character for verifying the ac-

curacy of the survey.

This latter method being the one which received the sanction of the Commissioners and Canal Board, its details will be more fully de-

scribed as follows:

1. The measurements in the direction of the length of the canal were made upon the base line above mentioned, situated upon or coincident with the inner edge of the towing-path, The height of the surface of the towing-path. and the inclination of its inner slope, being supposed the same as specified in the transverse profile adopted in the construction of the canals.

2. The several changes in the direction of the base line were referred to the magnetic meridian: the whole line being thus resolved into as many separate alignments, as it con-tained portions having different courses or

bearings. 3. The several alignments were accurately measured in chains and tenths, (fractions other than tenths being avoided by a very little care in arranging the stations); and the distances upon each to the several points where the lines of roads, counties, towns, patents, lots, &c. intersected the same, together with their

courses or bearings, were carefully observed.
4. The distance likewise to all waste-weirs and culverts, and to all streams that discharge themselves into or otherwise intersected the ca nals were taken, and the same was done with respect to the road and farm bridges, locks, aqueducts, &c. The distances to the bridges were taken to the lines joining the two nearest angles or corner posts of their abutments those to the locks to the lines passing through the centres of the two nearest quoin posts, and those to the aqueducts to the faces of their abutments.

5. Offsets for determining the breadth of ground occupied by the canal were made from the base line at each angle or station, and likewise at every other point where a variation in the breadth of the canals required. The directions of the offsets were such as to bisect the elucidate every thing of importance relating to angles formed by the two portions of the base the survey.* angles formed by the two portions of the base line situated contiguous to them on each side, or in other words, the directions of the offsets at the several stations were such as to bisect the angles formed by the alignments, on the instruments

The canals which were at this time com-eted and considered as the property of the late, were the Erie, Champlain, Seneca and upon both reckoned from, the same alignments in links.

6. The offsets on one side, across the towing path, were made to extend at least twenty links (that being the minimum fixed by the Commissioners), and in every case to reach to the base of the outer slope of the embankment. The offsets in the opposite direction, across the canal, were made to extend at least fifteen links from the margin of the water, that being the minimum allowance for the breadth of the the exterior slope of the embankment, if any, upon that side.
7. Wherever an enlargement in the breadth

of the canal rendered the method of offsets inconvenient or impracticable, the portion included in said enlargement was surveyed in the usual manner by measuring the courses and distances of the several lines that enclosed it on the side opposite to the towing path.

8. The survey embraced within its limits all grounds pertaining to the canal, including all tracts or lots of land set apart or appropriated collectors' offices, &c. with the names of the former owners and the date of each separate title inserted as far as the same could be ascertained.

9. The results of the measurements made as above described were inserted in a field book. Each page of the book was ruled into parallel lines one fourth of an inch distant from each other. Near the centre of each page, and at right angles with those lines, a red line was drawn, extending across all the pages of the book.

10. The red line thus drawn represented the base line of the survey. The portion of this line corresponding to any given alignment, was made to embrace in its length as many of the spaces included by the parallel lines as there were chains in the alignments, or, if the smallness and number of the objects to be noted rendered it necessary to enlarge the scale, double the said number of spaces were taken for the purpose mentioned.

11. The offsets for the breadth of the survey were in every case represented upon the large or double scale, that is, two spaces or one half of an inch was assumed as equal to one chain. The offsets at the several stations or angles in the base line were represented by continued red lines. The intervening offsets were indi-

cated by the red dotted lines.

12. The distances between the several stations, or the lengths of each separate alignment, were inserted at the ends of the same, within the space occupied by the canal. The same was likewise done with respect to the intervening offsets and all other measurements upon the base line, the distances being in each case reckoned from the last preceding station. The lengths of the offsets were inserted on the right and left of the canal, according as they ere made on the one side or upon the other.

13. In the field-book thus arranged, all lines appertaining to the survey were described as near as possible in their true positions; like-wise all such objects of interest of every description, including roads, streams, buildings, changes in the inclination of the ground, geo-logical characteristics, localities of minerals, &c. &c. as came within the limits of the fieldbook, were carefully sketched. The sketches being executed with greater accuracy through the aid of the parallel lines as above described.

14. The results of the measurements for the several bearings and distances were distinctly put down upon the lines to which they respectively belonged, and the whole accompanied by such remarks as were necessary completely to

* It is perhaps proper to remark that occasional observa-tions for determining the variation of the magnetic needle were contemplated, but from the want of the necessary instruments were omitted. The importance of such ob-



The maps were formed on separate sheets of || for much of the distance where the canal runs || book, a necessity which from the nature of the canal. They were projected upon the same uniform scale of two chains to the inch, and the border lines, on each separate sheet, were so sliding or giving of the earth, producing a condrawn relatively, as to coincide in direction with traction of the channel, while the embankment the magnetic cardinal points of the horizon. The shading and lettering were executed in a paratively firm and undisturbed. Similar ob-whole ground must be examined by the Comsuperior manner, and the whole exhibited a jects will likewise apply to either margin of missioners in company with the surveyor, and style and perfection of finish corresponding with the importance of the survey.

dy stated, the preference was awarded.

In this method the principal measures in the direction of the length of the canals were made upon the base line, situated upon the level and even surface of the towing-path, under circum-stances, it will be conceded, in the highest degree favorable for accuracy; while in the other the towing-path, with this difference, that as mode, the measures would have been subject to no survey is made along the inner edge of the all the errors arising from inequalities of towing-path, any changes or variations in it ground, and the various obstacles to be met with upon the outlines, such as trees, fences, streams of water, ravines, swamps, rocks, &c. ference in level of the surface of the towing-which occur more or less frequently upon all path, and the ground on which the outlines are portions of the canals; add to this the absolute situated, particularly in places where there are impracticability of making such a survey in the high embankments or deep excavations, would many places where the canal is bounded on both sides by impassable swamps, as is the case combined with the difficulty of reducing them at the Cayuga marshes, or is separated, as it frequently is, from an adjoining river, by a high terrace wall or embankment, or is bounded sures upon the offsets and those upon the outupon the berm side by a steep and thickly wooded side-hill, or by lofty and precipitous rocks, similar to what is seen at the Little Falls, at Flint Hill, at the Big Nose, or at the Cohoes upon the Mohawk, and at various other places.

In the method as pursued, the base or governing line is located upon the inner edge of the towing path, the best defined, and, for the purpose of general reference, unquestionably the most permanent part of the canal. The importance of maintaining a hard and even surface for the horse track renders it necessary to construct it of materials of a solid and durable character. Its inner edge likewise is usually protected by a slope wall of stone or docking of timber, to resist the action of the water, the abrasive effects of which, if they occur at all, are confined to short distances and to particular places, and under circumstances which render it an easy matter to determine the precise extent of the encroachment. Upon the New-York canals, and indeed upon most other works of the kind in the country, there are distances of miles together where substantial buildings or bridges or objects of an equal. ly permanent character cannot be found, in consequence of which, and from the little reliance to be placed upon the directive property of the magnetic needle, in tracing long and irregular lines, in cases where an error of even one or two feet in the distance of a mile would be at tended with serious inconvenience, and considering moreover the imperfection and disagree ment of different instruments, and the want of the requisite skill not uncommon with many surveyors, a constant reference to some part of the canal, as a standard for preserving the location of the outlines, becomes absolutely essential.

In selecting the part of the canal for this purpose, the choice, it will be obvious, would necessarily fall either upon the inner edges of the berm or towing-path, or upon one or both margins of the water. Of these the towingpath was considered as entitled to the preference, since the berm side is not only constructed of less durable materials, more liable to abrasion and seldom kept in proper repair, but

servations was however duly considered, and the precau-tion was frequently taken to note with precision the mag-netic bearings of distant and permanent objects, so that, should suitable observations be hereafter instituted, the ex-

super-royal paper, bound in the Atlas style, along sidelong ground no regular or artificial each volume containing fifty sheets, and comprehending about thirty or thirty-five miles of back and conform to the natural irregularities of the surface. In some places, likewise, the on the side of the towing-path remains comthe water, particularly on the berm side, while Of the two modes of survey, whose merits droughts and floods, and the irregular demand braced in the survey, alterations in the measure canvassed by the Commissioners, the one for the supply of inferior levels and for the purposes of lockage.

From the preceding it will appear, that even in the mode of surveying the outlines, as rejected by the commissioners, a general reliance cannot be so easily detected and rectified. These offsets, likewise, owing to the great difto any regular system, would occasion many irreconcilable discrepancies between the mealines, and render the precise location of the boundaries a matter of corresponding uncertainty. In the mode as pursued, the accuracy or inaccuracy of the offsets does not in the least affect the location of the base line, and by means of the measures upon it, and the uniform mode of describing the offsets, the bearings and distances of the outlines can be calculated, if required, with much greater precision than they could possibly be measured, and when so calculated, the different parts of the survey will have the additional merit of a perfect agree ment with each other, a desideratum which in the other method must be pronounced to be practically unattainable.

Another consideration of much importance in favor of this mode is found in the facilities afforded for recording the field notes, and representing the whole by means of sketches and diagrams in such a manner as to avoid all liability to mistake or confusion, and presenting at the same time a very tolerable map of the survey. The check likewise which the mode of sketching exercises over the measures with the chain-the one keeping pace in all cases with the other, and both under the immediate and constant supervision of the surveyor, (each chain distance on the base line being represent-ed by its corresponding space in the field-book,) combined with the practice of requiring a separate account from each of the chainmen, rendered an error in the reckoning almost impossible.

In the other mode the frequent obstructions to be encountered upon the outlines, and the constant necessity of deviating by offsets from a direct course, would add very much to the liabilities to error, and although the measures upon the two outlines, if the cross measures were repeated often enough, would serve to detect any errors or omissions of integer chains upon each, yet no evidence would be afforded upon which of the lines it occurred, and an attempt to correct without an actual re-survey would be as likely to increase as to remedy the evil; add to this, the discrepancy that would unavoidably result from the circumstance of the two outlines being surveyed at perhaps dif-ferent times by different surveyors, with different instruments and different assistants, and the great inconveniences of referring at any fucase could not be avoided.

The disadvantage of this mode is likewise evident in another respect. The law of the Legislature authorizing the survey requires berm is subject to alteration from the gradual that the maps and field-books, with all that they contain, shall be sanctioned and certified by the Commissioners, and for this purpose, before the survey can be said to be completed, the in the many instances where the opinion of the on both sides the marginal line is subject to former would probably differ from the latter, as made. These cannot be effected without com-pletely deranging the previous surveys, and requiring an entire re-survey of the objectiona-ble portions, while, in the method as adopted, must necessarily have been placed, as in the the necessary alterations are speedily and easi-other method, upon offsets to the inner edge of ly effected by simply enlarging or diminishing the towing-path, with this difference, that as the offsets to the extent required. In tracing the outlines, moreover, by the former mode, the surveyor, from a natural desire to expedite his work, by reducing the number of separate courses or bearings, might perhaps extend his lines to an undue length, the consequence of which would be that the outlines would, in many places, approach nearer to, and in others recede farther from, the canal, than would be proper, and too much or too little ground would be embraced within the survey. This would This would be particularly the case, upon the concave and convex sides of those portions of the canal which were the most curved. In the method as pursued, this difficulty is entirely avoided. The variations in the breadth of the ground embraced in the survey are gradual, conform-ing as nearly as possible to the natural changes in the surface of the ground and the requisitions of the canal. It moreover completely secures to the State the possession of the specified breadth of ground appropriated to the canal, and in this respect it accords in its practical operation with the established principle that the interest of the public should take prece-

> to material or important injur There is still another consideration of great importance in favor of this method which does not exist in the other. In all ordinary cases the location of the boundaries may be determined without the aid of the circumferentor, by means of the chain only. The greatest error which can thereby result in the position of cither boundary will not exceed ten or twelve inches, supposing the offsets to be made twelve degrees out of their proper direction, and in the majority of cases will not probably exceed one third or one fourth of that amount.

> dence of that of individuals, in all cases where the means necessary for the perfect protection of the former are so limited that the extreme

> of abuse or encroachment which can possibly result will not expose the rights of the latter

> The expense likewise of this mode is at least forty per cent. less than by the other, and when it is considered that the object to be attained is effected in a much more perfect and scientific manner, it must be conceded that it

possesses a decided superiority.

The mode of survey above described is alike applicable to railways as to canals, and the description of it is thus publicly made, that those who are engaged in the construction of works of inter-communication may avail themselves of the advantages which it possesses over the less perfect methods ordinarily pursued in such

Middletown, Conn. Nov. 1832.

The Undulating Railway. By JUNIUS REDIVI-VUS. [From the London Mechanics' Magazine.]

-I have been casually informed that SIR.there is exhibiting somewhere about town a model of an Undulating Railway, whereby the netic begings of distant and permanent objects, so that, abould suitable observations be hereafter instituted, the example of the measures of a should suitable observations be hereafter instituted, the example of the magnetic meridian as it existed at the books or to different parts of the same field—best adapted for wheel carriages, is entirely inventor undertakes to convince the public that the antique notion of level surfaces being the

wrong; and, of course, if his position be correct, the road-surveyors have wasted a "pretty considerable" quantity of money to make roads worse than they were before, by levelling the hills, which ought to be restored without delay. But the inventor of the undulating railway is by no means an originator. The Russian ice-hills on the Neva, for the amusement of the sleighers in the winter season, formed of boarded scaffolds, overlaid with blocks of ice, are much more ancient; and the Montagnes Russes of the Champs Elysees, which served as summer amusement to the youths and maidens of Paris, the King of Prussia inclusive, some fifteen years back, were railroads of something the same nature as that now proposed. But the proposer of the present undulating railway has stumbled upon a fallacy, which possibly may deceive himself, but which ought not to be suffered to deceive the "barren spectators" amongst the public, because all such fallacies serve to inflict mischief upon the really useful inventors, by getting them classed under the invidious name of "schemers," which ought properly to be confined to the plotters of absurdities alone. of "schemers,"

There can be no doubt that a carriage placed on the top of a hill of sufficient inclination will descend with so much momentum as to drive it partly up a second hill of the same height There can be no doubt, also, that a fly-wheel, put in motion, will continue to revolve for some time after the original mov-ing power ceases to act on it; but it is a woeful error to suppose that either the fly-wheel or the carriage can generate additional power of their own. I once heard a story of an Irish schemer who had devised a plan for increasing the power of a ten-horse engine to that of a fifty, by means of an enormous fly-wheel. Finding a "flat," he was set to work; and when he had, after some difficulty, succeeded in casting his enormous wheel, he expended much money in fitmous wheel, he expended intent into the man would be laugued at who were to assert, that the power which would have been exerted in at who were to assert, that the power we had over, to prevent the loss of power by friction in drawing the car the whole distance on level time being lost, the proprietor, who was at all the expense, became impatient, and then there power must be consumed to drag a wheel car. was another delay to know how the wheel was to be stopped, with all its giant power. This having been arranged, both schemer and proprietor were much astonished to find that it would not go at all. The proposition to get additional power, or save power, by means of an undulating surface, savors much of a perpetual motion scheme. It is clear that what is called momentum in falling bodies can be nothing more than gravitation, whereby all bodies have a tendency to get as near as they can to the centre of the earth, and the heaviest have the most success. The momentum of the carriage in going down the hill is in proportion to the height which it is raised, and the diminishing of friction by the degree of inclination. In to pump up the water to the height necessary the Russian ice-hills, the first from which the for his water-wheel. There are, I believe, wathe Russian ice-hills, the first from which the sleigh starts is of a given height; the second diminishes; the third also; and so on till the level ice is attained. Were all the hills of the same height, the sleigh would descend the first, partly ascend the second, and then oscillate for a time between both, until it stopped. The reason that the sleigh moves at all, that it possesses the power of motion, is, that it is removed from a lower to a higher level, and the saving that power by using it for the watermoved from a lower to a higher level, and the saving that power by using it for the soap-the tendency of its gravitating power is to reach makers, who holl down their waste leve to recommend. the tendency of its gravitating power is to reach makers, who boil down their waste lev to reco has the advantage of being a more mobile substance. But what places the sleigh in the situation to use this power—or, rather, what confers the power upon it? The animal power,
of the engines which supply it, because the deseither of human hands or horses' shoulders, which has been communicated to it, and which, doubtless, if means were taken to ascertain it, would be found to be exactly equivalent to the power put forth in surmounting the hills, with the exception of the loss by friction, i. e. the animal power applied in the first instance would animal power applied in the first instance would have served to draw the sleigh on level ground as great a distance, I mean over as many yards of surface, as it traversed on the hills. Therefore, in this case, there would be no gain of power, or of any thing but amusement. power, or of any thing but amusement.

say, in a jocular manner, that when he made a dulations, will matter very little; but what dif-world it should be all down hill. Now, such a ference of labor there is will be in favor of world it should be all down hill. Now, such a contrivance would be admirable for diminishing friction, if there were any arrangement whereby we might always be at the top. If the new invented railway were contrived so that it might be constantly down hill, or over diminishing hills, there is no doubt that much friction might be avoided; but by what process are we to get to the top to begin again? There is but one answer. By labor—got out of animals or steam. And what would be the increase of work up hill? What was gained one way would be the faster it was to travel. The ingenious inventor had heard talk of a wheel within a gular motion. But we will suppose the railway wheels being contrived to run on a rail within gular motion. But we will suppose the railway an average level, i. e. the undulations to be all alike: what possible advantages can it have over a straight and level surface! It has been shown a straight and level surface? It has been shown that to get the momentum of the high level, the power must be, so to speak, "put into it," i. e. it must be applied beforehand, just as the steam of an engine is got "up" to start with effect, or as is said of a horse who has been off work a few days, "his go is bottled up." When the carriage on the undulating railway has reached as far up the second ascent as the momentum will drive it, how much power must be put on to carry it up the remainder of the ascent il running even unto this day: and if up hill and to carry it up the remainder of the ascent? running even unto this day; and if up hill and Probably as much as it would have taken to down hill, versus level, were a clear gain, it perform the distance of two undulations on a might be improved on till animal and machine level road. The Montagnes Russes of Paris power might be dispensed with, and the railwere formed in a circle, and consisted of one descent and one ascent. The descent was side in his own fingers. We have not come steeper than the ascent, yet the impetus or to that yet. We may exert a great quantity of momentum only served to carry the car one. power in various ways, it is true, but no more third up the ascent, when it was hooked by an endless band, worked by horse-power, below, and drawn to the top. Now, the power applied by the horses in drawing that car to the top was probably equivalent to the power which would have been exerted in at who were to assert, that the power we had drawing the car the whole distance on level. power must be consumed to drag a wheel car. power of a horse or machine is multiplied by riage up to a given height. If the ascent be going up and down hill. steep, a large amount of power is requisite for a short time. If the ascent be gradual, a small quiries to be made at the place of exhibition, amount of power will be requisite for a longer and am informed that the inventor has gone to time. The total will be equal. Increase of speed is loss of power, and vice versa; yet, strange to say, there are numerous unthinking people who believe that, by making a simple machine complicated, as in the case of this rail.

The machine complicated, as in the case of this rail.

In the ascent be going up and down into the caused inquiries to be made at the place of exhibition, and am informed that the inventor has gone to Birmingham (I think) for the purpose of setting his scheme going on an undulating rail-way of three miles in length, to try it on a large scale. So much capital lost to John Bull, and his heirs for ever, if the report be correct! road, they actually multiply their power, as if an accelerated motion down hill were not balanced by an up hill to ascend in turn.

The process is somewhat similar to that of a man who, determining to erect a water-mill, were first to erect a windmill or steam engine ver the alkali it may contain; but they do not cent of the fluid is much less than its ascent. Were it to fall on the wheel from a height equal to that from which it was pumped up, the power of the engine and the power of the water-wheel would be nearly equal, the friction of the pump being taken into account.

The late Mr. Bentham was accustomed to || be a straight inclined plane, or a number of unwheels being contrived to run on a rail within the periphery of large ones, both before and be-hind a four-wheeled vehicle, and so fixed, by means of guides, that the weight was pressing

I remain, Sir, yours, &c.

Junius Redivivus.

March 19th, 1833.

In consequence of a very elaborate paper which appeared two weeks ago on this undulating railway in the Athenæum, [see Railroad Journal, vol. 2, page 243,] professing to place beyond all doubt, not only that a great advantage had been actually gained by it, but the "physisical principle" on which it depends-we to the place where it was said to be exhibited, in order that we night see the prodigy with our own eyes. We were informed, however, that the inventors had left town on the very hopeful mission alluded to at the close of the preceding communication—(how curious that, after all, a flat, a flat should be the thing!)—and so for the present were obliged to rest, content with the statements furnished by our contemporary. Some remarks on these statements we were on the point of committing to paper, when we received the very acute and sensible letter on the subject, wnich we new insert, from our friend, "Junius Redivivus," and which appears to us to make all further observation superfluous.-[Ed. London M. M.]

TIME AND SPACE.—A project is started, and we hope will be consummated, of making a more than 7 hours, at the rate of going now established on the Newcastle and Frenchtown railroad-without any transhipment of goods, or transfer of baggage—unless desired on the way. Such a road would make a vast change in the existing condition of things; and especially in the winter season, when passengers and the mails have to be dragged through the mud-hub-deep, in many places.

A large part of this contemplated road is really completed—45½ miles at the Philadelphia extremity; and the stock has been subscribed for a railroad from Baltimore to Port Deposit. The middle section, then, of between 30 and 40 miles, only, remains undetermined.

When this road shall be made, and that from Baltimore to Washington is completed, as it pretty soon will be—Philadephia will be nine hours distant from the capital of the United

We see, also, that a project is going on to make a continuous railroad from Philadelphia to the west shore of the Hudson, opposite New-York, via Trenton, New-Brunswick, Rahway, Elizabethtown, and Newark. We much desire that this may soon be accomplished—and it appears that it will be. The stock must be among the most profitable in the United States. It is stated that 600 persons, even now, daily pass between New-York and Newark, over the toil bridges, besides those carried in steamboats, and the transport of merchandize is equal to 82,445 tons a year! The stock of the turnpike road between these places is 800 dollars for two hundred paid—that of the bridges, 150 for \$100 paid. It seems that the unwise monoroux, which was thought to have been granted to the Camden and Amboy Railroad Company, by the Legislature of New-Jersey, will not hold—for the new company has pur-

while England forbids payment for them in bread and meat! With these roads made, (and they must be made,) New-York will be fifteen hours distant from Washington.

The prophecy of Oliver Evans (made in the presence of the editor of the REGISTER, and in the house of his father), many years ago, is near its fulfilment. Oliver Evans said, that "the child was then born who would travel from Philadelphia to Boston in one day." Oliwer allowed, then, 80 or 90 years, but it will be done in half the time. Already the journey between New-York and Boston is being made in 17 hours 41 minutes, and the time on the railroad to be made between Philadelphia and New-York (less than six hours) will perfect the prophecy; however, it seemed to partake of insanity when first proclaimed.—[Niles' Re-

GEORGETOWN, D. C. May 24 .- Our Canal and its advantages .- It is with real pleasure we announce that the Canal and locks, as far as the eye can reach from Georgetown towards Crommelin, is literally covered with boats as close as they can stow, filled with flour and other produce. Not less than 15,000 barrels passed through the locks into the Basin yesterday; more than 150 boats, it is said, were above the town coming down.

PRICES OF RAILROAD	STOCKS.	
New-York and Harlaem asked	99 —offered	1 88
New-York and Albany		
Canajoharie and Catskill		
Mohawk and Hudson} Do. (Branch).	1424—	1421
Ithaca and Owego	911	914
Saratoga and Schenectady	1274-	127
Fort Edward and Saratoga		
Boston and Worcester		
Boston and Providence	114 —	114
N. York, Providence, and Boston	105	sales
Paterson and Hudson	102	100
N. J. Railroad & Transp. Line		
Morris Canal	102	100
Delaware and Hudson Canal		

METEOROLOGICAL RECORD, KEPT IN THE CITY OF NEW-YORK. For the Week ending Monday, May 27, 1833, inclusive. [Communicated for the American Railroad Journal and Advocate of Internal Improvements.]

					Monday, " 27				Sunday, " 20	:				Saturday, " 25					Friday, " 24		•		I thursday, 45	=				Wednesd. " 22				Tuesdy. May 21	Date.
IIO	5	6	2 p. m.	10	7 6 a. m.	10	6.	2 p. m.	10 8. 11.	, E	6	2 p. m.	10	6 a. m.	10	61	2 p. m.	10		. 5		2 p. m.	10 8. 11.	9 0	6	2 p. m.	10		5	6 P. B.	5	1 6 8. 10.	Hour.
Aver	2	දු	8	66	S	8			8,8					55		ឌ	67	63		-		_	3. 2		5		67		ස		3		Thermometer.
age ten	90.	29.98	29.98	29.98	29.94	29.90	29-87	29.89	25 55 98 55	30.5	30.10	30.18	30.27	30.27	30.34	30.37	30.37	છ ય	30.27	33.	30· 13	30.13	39 6 5- 6	38	29.98 98	29.95 95	29.93	29.87	29.76	99.79 79.79	29	29.77	Barometer.
Average temperature of the week, 63.54.		ESE	sE by E	E—ESE	ENE	WWW	388	ws	WW-SW WWW	;	:	:	:	ENE		ESE	E-ZSE	ENE	×		SE	SSE	NE NE	:	:	WSW	:	WNW		E-SE-S	: :	ENE	Winds.
the week		:	:	:	moderate	:	:	: 0	light	:	:	fresh	:	:	:	:	:	:	:	:	:	moderate	:	:	:	light		:	: :	::	:	moderate	Strength of Wind.
, 63.54.	~ * >	~~ 	WSW	W-W×B	WNW WNW	WNW	WNN-W	4	W I W			:	ы ¹	8		۲,	* * * *	NNE -	٠		:	: :	. W	:	w by s	()	W W	WSB	:	: :	ws		Clouds from what direction.
romy—ram	-	•	cloudy	—cloudy	:	—th'k scuds from z	:	•			:	•	rain	cloudy—fair—rainy	fuir	cloudy	—cloudy	\ clouds from wsw	air / with light cirrous		:		cloud▼	:	:	•	:	:	fair-high cirri from 88W	: fair	117	cloudy and foggy	Weather and Remarks.

HEMP MACHINE .- Arnold Zillner, Esq. of Giles county, has invented and obtained a patent chased an old turnpike road, and cannot be prevented from laying rails on the sides of it! This is pleasant. We would encourage home competition; aye, and might be reconciled even to "free trade" with foreigners: but not so far as to admit English tapes and bobbins, county, all hemp growers, who witnessed two experiments of a machine for breaking and cleaning hemp, which, after repeated experiments, has been found admirably to answer the purpose intended. We have before us the certificate of twolve of the most respectable citizens of Bedford county, all hemp growers, who witnessed two experiments on a machine erected on the farm of Col. Samuel Mitchell, of that county. The first experiment resulted in the breaking and cleaning, in a very superior manner, of sixty-seven pounds of neat hemp, and twenty-two and a half pounds of tow that came out of it, in thirty-three minutes, with the assistance of six hands, exclusive of the drivers of the horses. On the second experiment, the result was twenty-eight and a half pounds of well broken and nicely cleaned hemp, and eight and a half pounds of tow that came out of it, in sixteen minutes, with the assistance of four hands, besides the drivers of the horses. In both instances, the machine was kept in operation by two mules and the same number of horses, with two small boys for drivers; the horses did not go faster than a brisk walk. horses, with two small boys for drivers; the miles in length, was completed (save the intermediate point at Ballston) within nine months. The great advantage of the machine, in addition to the saving of labor, appears to be, tion to the saving of labor, appears to be, that it saves all the lint in the shape of hemp or tow, separating the tow from the hemp, and leaving the latter very smooth, straight and clean. We understand that with four good horses, the machine will easily turn out filteen hundred weight of clean hemp per day. Boys from twelve to fifteen years of age, or women, possess ample strength to attend it. The gentlemen who witnessed the experiments are all conversant with the culture of hemp, and they unite in recommending it as the most valuable machine within their knowledge for breaking and cleaning hemp. One of them, who has been for the last six or seven years a manufacturer of hemp into bagging and rope, considers the hemp broken and cleaned in this machine superior to that broken any other way, as it will make less tow in hackling, and the tow that is separated from the hemp in the process will answer very well for making baling rope.

We understand the patentee will be in the place shortly, when those who desire it will have an exportunity of obtaining further infor-

have an opportunity of obtaining further information.—[Nashville paper.]

[From the Albany Daily Argus.]

SARATOGA AND FORT EDWARD RAIL-ROAD.—We are gratified to learn that this Company is now fully organized, and commences its operations under most favorable auspices. An election was held in this city yesterday, and the following gentlemen chosen Directors of the Road for the ensuing year, viz: C. C. Cambreleng, W. G. Bucknor, and A. Hamilton, of New-York; Erastus Corning, John Townsend, James Porter, and Lewis Benedict, of Albany; John I. De Graff, of Schenectady; and G. M. Davison, of Sarotoga Springs.
At a subsequent meeting of the Directors, the fol-

owing appointments were made:

C.C. Cambreleng, President.
John Townsend, Vice-President.
W. G. Bucknor, Treasurer.

John I. De Graff, Secretary.

John Townsend,
John I. De Graff, and Executive Committee. G. M. Davison,

William E. Young, Engineer.
We understand that a survey is forthwith to be commenced, and that it is the intention of the direc tors to complete the road early next summer. The Schenectady and Saratoga Railroad Company, 21 1-2 sented to be highly favorable for the construction of a Railroad.

This impresement, besides its separate advantages, will be of great public utility as a continuation of the Mohawk and Saratoga roads; and when completed, will form a continuous line of Railroad communication from this city to Fort Edward, a distance of fiftyfour miles, and within about twenty miles of White-hall, giving to travellers on the route from Lake Champlain to the South, an easy, economical and expeditious mode of conveyance.

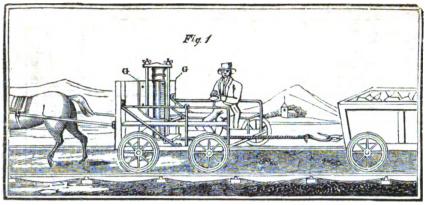
The eye of the master will do more work than both his hands. Not to oversee workmen is to leave them your purse open.

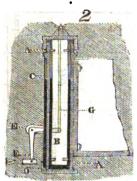
He that lives upon hope will die fainting-industry need not wish.

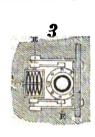
There are no gains without pains.

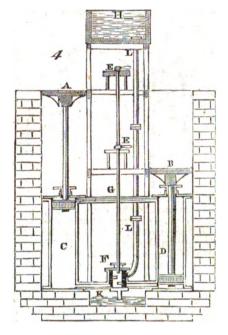
TO CORRESPONDENTS.

The communications of "U. A. B." "R. B." and "J. W." are received: our columns were, however, previously occupied. They will be attended to next week.









Milne's Mercurial Dynamometer, and Rail-||which rollers should not project further than way Lock for raising Carriages from one Level to another. [From the London Mechanics' Magazine.

In our review of Mr. Milne's excellent "Practical View of the Steam Engine," we whitening or with lamp-black. made mention of a mercurial dynamometer, for which Mr. M. had received the honorary gold medal of the Highland Society of Scotland. We now proceed to fulfil our promise of extracting from Mr. M.'s "Appendix" the following descriptive particulars of this instrument; and shall subjoin thereto an account of an ingenious apparatus which Mr. M. has also devised for raising or lowering railway carriages from one level to another.

THE DYNAMOMETER.—Practical engineers complain that those dynamometers which indicate the quantum of force applied by a horse upon a railway, by the inflection of springs, lose their clasticity when kept at work for a considerable time; the oscillations of the index-pointer, too, make it impossible to ascertain the medium of unequal draught applied by the animal in stepping out. Such also is the case when any other common instrument is used for this purpose. Both of these defects are completely obviated by the mercurial dynamometer now to be described. This instrument consists of a hollow metallic cylinder, A, fig. 2, in which is placed a floating piston, B, which should be about one placed has a ventricle at D, the diameter of tenth of an inch less in diameter than the cylinder in which it must move freely up or To prevent friction, four small rollers should be inserted into the side of this hence the elevation or depression of the D are two cast iron cylinders filled with wooden float, both at its top and bottom; mercury in the tube must be 57.4 times less water, and having water-tight pistons sup-

to admit of the piston being "shake-free within its cylinder. In order, also, to prevent absorption of the mercury, the wood should be coated with bees' wax mixed with These things. being attended to, and a portion of mercury placed within the cylinder, by pushing down the piston the fluid will ascend in a thin film between it and the cylinder, till the statical weight of the mercury, acting on the base of the floating piston, balances the force exerted in pushing it down. Hence, since the statical weight of the fluid increases reciprocally as the height to which it is caused to ascend by, its displacing force, so must its various points of height within the cylinder be a measure of the force in equilibrio with the statical weight of the fluid.

Such being the construction of this dynamometer, it is only necessary to fix it in a vertical position to the front of the foremost of a train of waggons, and to turn the direction of the horses' draught in such a manner as to cause it to pull down the floating piston; while a glass tube exhibits the height of the fluid, and consequently the force exerted by the animal. To prevent any sudden elevations or depressions in the mercury in the tube, from the irregularity of the horses' draught, the socket in which it is

than in the cylinder; the celerity of which fluid, too, is still further reduced by springs attached to the draught-hook, as seen in the plan, fig. 3. Since this machine was first constructed, it has occurred to Mr. Milne that, by attaching a stop-cock, the celerity of the motion of the mercury in the glass tube could be regulated to any required extent with the utmost exactness. In addition to these contrivances, oscillations of the fluid might be still further prevented by making the yoke levers, E, shorter than those which pull down the piston. The friction of the arbor, F, might also be much lessened, by making its extremities similar to the bearingpivots of a common balance.

Mr. Granger, the engineer, having placed this dynamometer on a carriage (represented in fig. 1) so constructed that neither the weight of the instrument nor of the persons upon it should affect the results, made a number of very interesting and useful experiments with it on the Kirkintilloch Railway. The first object in these experiments was to ascertain the capabilities of the dynamometer; on which head nothing can be more satisfactory than the testimony Mr. G. has given. "It is altogether superior," he says, "to any other I have seen; and it is the opinion of several engineers, who have seen it at work, that it is the best instrument for engineering purposes that has ever been tried." A long and circumstantial narrative of these experiments is given, but it is only necessary that we should here place before our readers the principal facts which they have established with respect to friction on railways :

1. The medium friction of a train of five waggons on a level part of the railway was 9 lbs. per ton; while on a curved part, with a radius of about 800 feet, it was 18 lbs. per

2. A draught of 10.8 lbs. per ton was required to travel at the rate of three miles an hour when the rails were dry, and only 6.8 lbs. when wet.

3. On a level the force exerted by horse was observed to vary from 90 to 110 lbs., but when the train came to a part of the railway which inclined at the rate of 1 in 280, the waggons descended freely by their own gravity.

4. On a descent of 1 in 117, a waggon with wheels 2.5 feet in diameter carried 1020 lbs. more weight than one with 3 feet wheels, at the same rate of speed and with the same power applied: but on a curve with a radius of a thousand feet, the 3 feet wheels proved superior to the 2.5-a circumstance which Mr. Milne ascribes to the axles of the 3 feet wheels being of two pieces, meeting within a bush at the centre, while the 2.5 wheels were attached by an inflexible axle, whence it followed, in the case of the former, that "all the wheels would roll upon the rails of different radii, independent of the motions of each other.'

5. The average force of draught required on a level at 3.5 miles per hour was 8 lbs. per ton; at 6.66 miles, 9.5 lbs.; at 7.5 miles, 10.2 lbs.; at 8 miles, 10.67 lbs.; at 8.57 miles, 11.63 lbs.

THE RAILWAY LOCK.—Let A and B, fig. which is .033 of an inch, while that of the glass tube is .250; wherefore $\frac{.250^2}{.033^2} = 57.4$; the upper level and B at the lower. C and

porting the platforms, A and B. Suppose, | render them much less liable to be accidentally now, that a train of waggons has been placed set on fire. Some idea of the quantity of maton the platform, B, to be raised to the upper ter which can be injected into wood, by great level, and that a greater weight is about to descend upon A; then by turning the handle, E, of the fourway-valve, F, to a proper dle, E, of the fourway-valve, F, to a proper whaling ships. The line of the harpoon being point on an index beneath it, the superior fastened to it, the whale in this instance dived weight on A will press the water below its piston through the valve F into D, and thereby elevate the weight upon B; the fluid above the piston in D passing over into C by the pipe G. But suppose there is no counterweight ready to descend on A when it is required to raise a load on B, then by turning the handle E, the water in the cistern H will descend and press upon the piston D, while simultaneously the water above D will pass off through the pipe G into C, and the water below the piston in C will make its exit through one of the water-ways of the valve F. Or if, on the other hand, there should be a load descending on A when there is none ascending on B, the valve F has only to be turned in proportion to the load (a matter which practice would easily determine), when a corresponding weight of water will be driven from the cylinders up the pipe and into the cistern H; in which case the cylinders below the ascending platform will fill themselves from the well K. The power of a machine of this kind may be stated as being equal to the weight of a column of water whose base is equal to the height of the fluid in the pipe L; and were this pipe a transparent tube, with a graduated scale attached to it, the height of the fluid in the tube would clearly point out the quantity of weight incumbent on one or other of the platforms, minus the friction of the pistons.

Babbage on the Economy of Manufactures. [Continued from page 213.]

SAVING TIME IN NATURAL OPERATIONS. 33. The process of tanning will furnish us with a striking illustration of the power of machinery in accelerating certain processes in which natural operations have a principal effect. The object of this art is to combine a certain principle called tanning with every particle of the skin to be tanned. This in the ordinary the skin to be tanned. This in the ordinary process is accomplished by allowing the skins to soak in pits containing a solution of tanning matter: they remain in the pits six, twelve, or eighteen months; and in some instances, (if the hides are very thick,) they are exposed to the operation for two years, or even during a longer period. This length of time is apparently required in order to allow the tanning matter to penetrate into the interior of a thick hide. The improved process consists in placing the hides with the solution of tan in close vessels, and then exhausting the air. The consequence of this is to withdraw any air which might be contained in the pores of the hides, and to employ the pressure of the atmosphere to aid capillary attraction in forcing the tan into the in-The effect of the additional terior of the skins. force thus brought into action can be equal only to one atmosphere, but a farther improvement has been made: the vessel containing the hides is, after exhaustion, filled up with a solution of tan; a small additional quantity is then injected with a forcing-pump. By these means any degree of pressure may be given which the containing vessel is capable of supporting; and it has been found that, by employing such a method, the thickest hides may be tanned in six weeks or two months.

84. The same process of injection might be

pressure, may be formed from considering the fact stated by Mr. Scoresby, respecting an accident which occurred to a boat of one of our The line of the harpoon being directly down, and carried the boat along with him. On returning to the surface the annual was killed, but the boat, instead of rising, was On returning to the surface the animal found suspended beneath the whale by the rope of the harpoon; and on drawing it up, every part of the wood was found to be so completely saturated with water as to sink immediately to the bottom.

35. The operation of bleaching linen in the open air is one for which considerable time is necessary; and although it does not require much labor, yet, from the risk of damage and of robbery from long exposure, a mode of shortening the process was highly desirable. method now practised, although not mechanical, is such a remarkable instance of the application of science to the practical purposes of manufactures, that in mentioning the advantages derived from shortening natural operations, it would have been scarcely pardonable to have omitted all allusion to the beautiful application of chlorine, in combination with lime, to the art of bleaching.

36. Another instance more strictly mechanical occurs in some countries where fuel is expensive, and the heat of the sun is not sufficient to evaporate the water from brine springs. The then allowed to fall in small streams through faggots. Thus it becomes divided; and, presenting a large surface, evaporation is facilitated, and the brine which is collected in the vessels below the faggots is stronger than that which was pumped up. After thus getting rid of a large part of the water, the remaining portion is driven off by boiling. The success of this operation depends on the circumstance of the atmosphere not being saturated with moisture: if the air, at the time the brine falls through the faggots, holds in solution as much moisture as it can contain in an invisible state, none can be absorbed from the salt water, and

means of the hygrometer, might be productive of some economy of labor. 37. In some countries, where wood is scarce, the evaporation of salt water is carried on by a large collection of ropes, which are stretched perpendicularly. The water passing down them deposites the sulphate of lime which it held in solution, and gradually incrusts the ropes, so that in the course of twenty years, when they are nearly rotten, they are sustained by the surrounding incrustation, thus present-ing the appearance of a vast collection of small

the labor expended in pumping is entirely wasted. The state of the air, as to dryness, is there-

fore an important consideration in fixing the

time when this operation is to be performed;

and an attentive examination of its state, by

columns. 38. Amongst natural operations perpetually altering the surface of our globe, there are some which it would be advantageous to accelerate The wearing down of the rocks which impede the rapids of navigable rivers is one of this class A very beautiful process for accomplishing this object has been employed in America. A boat

applied to impregnate timber with tar, or any is placed at the bottom of the rapid, and kept in

across the boat; so that the two wheels and their connecting axis shall revolve rapidly, being driven by the force of the passing current. Let us now imagine several beams of wood shod with pointed iron fixed at the ends of strong levers, projecting beyond the bow of the boat. as in the prefixed representation.

If these levers are at liberty to move up and down, and if one or more projecting pieces, called cams, are fixed on the axis opposite to the end of each lever, the action of the stream upon the wheels will keep up a perpetual succession of blows. The sharp-pointed shoe, striking upon the rock at the bottom, will continually detach small pieces, which the stream will immediately carry off. Thus, by the mere will immediately carry off. Thus, by the mere action of the river itself, a constant and most effectual system of pounding the rock at its bot-tom is established. A single workman may, by the aid of a rudder, direct the boat to any required part of the stream; and when it is necessary to move up the rapid, as the channel is cut, he can easily cause the boat to advance by means of a capstan.

39. When the object of the machinery just described has been accomplished, and the channel is sufficiently deep, a slight alteration converts the apparatus to another purpose almost equally advantageous. The stampers and the projection pieces on the axis are removed, and a barrel of wood or metal, surrounding part of the axis, and capable, at pleasure, of being connected with or disconnected from the axis itself, is substituted. The rope which hitherto fastened the boat is now fixed to this barrel; and water is first pumped up to a reservoir, and if the barrel is loose upon the axis, the paddle-then allowed to fall in small streams through wheels make the axis only revolve, and the boat remains in its place: but the moment the axis is attached to its surrounding barrel, this begins to turn, and winding the rope upon itself, the boat is gradually drawn up against the stream. and may be employed as a kind of tug-boat for all the vessels which have occasion to ascend the rapid. When the tug-boat reaches the summit, the barrel is released from the axis, and friction being applied to moderate its velocity, the boat is allowed to descend.

> EXERTING FORCES TOO GREAT FOR HUMAN POWER, AND EXECUTING OPERATIONS TOO DELICATE FOR HUMAN TOUCH.

40. It requires some skill and a considerable apparatus to enable many men to exert their whole force at a given point, and when this number amounts to hundreds or to thousands, additional difficulties present themselves. ten thousand men were hired to act simultaneously, it would be exceedingly difficult to discover whether each exerted his whole force, and, consequently, to be assured that each man did the duty for which he was paid. And if still larger bodies of men or animals were necessary, not only would the difficulty of directing them become greater, but the expense would increase from the necessity of transporting food for their subsistence.

The difficulty of enabling a large number of men to exert their force at the same instant of time has been almost obviated by the use of sound. The whistle of the boatswain occasionally performs this service; and in removing, by manual force, the vast mass of granite, weighing above 1400 tons, on which the equestrian figure of Peter the Great is placed at St. Petersburg, a drummer was always stationed on its summit to give the signal for the united efforts of the workmen.

An interesting discovery was made a few years since, by Champollion, of an ancient Egyptian drawing, in which a multitude of men appeared harnessed to a huge block of stone, on the top of which stood a single individual with his hands raised above his head, apparently in the act of clapping them, for the same purpose of insuring the exertion of their combined force at the same moment of time.

41. In all our larger manufactories numerous other substance adapted to preserve it from de-lits position by a long rope, which is firmly fixed instances occur of the application of the power cay; and if it were not too expensive, the deal on the bank of the river near the top. An axis, of steam to overcome resistances which it floors of houses might thus be impregnated having a wheel similar to the paddle-wheel of a would require far greater expense to surmount with alumine or other substances, which would steamboat fixed at each end of it, is placed by means of animal labor. The twisting of the ting large masses of iron, the draining of our mines, all require enormous exertions of physical force continued for considerable periods of time. Other means are had recourse to the others, were very apt to be torn. A line is then drawn on the when the force required is great, and the space through which it is to act is small. The hydraulic press of Bramah can, by the exertion of one man, produce a pressure of 1500 atmospheres, and with such an instrument a hollow cylinder of wrought iron, three inches thick, has been burst. In riveting together the iron plates out of which steam engine boilers are made, it is necessary to produce as close a joint as possible. This is accomplished by using the rivets red-hot; while they are in that state the two plates of iron are rivetted together, and the contraction which the rivet undergoes in cooling draws them together with a force which is only limited by the tenacity of the metal of which the rivet itself is made.

42. It is not alone in the greater operations of the engineer or the manufacturer, that those rast powers which man has called into action, in availing himself of the agency of steam, are finly developed. Wherever the individual opere on demanding little force for its own pert imance is to be multiplied in almost endless rition, commensurate power is required. it is the same "giant arm which twists the largest cable," that spins from the cotton plant an "almost gossamer thread." Obedient to an "almost gossamer thread." Obedient to the hand which called into action its resistless powers, it contends with the ocean and the storm, and rides triumphantly through dangers and difficulties unattempted by the older modes of navigation. It is the same engine that, in its more regulated action, weaves the canvass it may one day supersede; or, with almost fairy fingers, entwines the meshes of the most delicate fabric that adorns the female form."

43. The Fifth Report of the Select Committee of the House of Commons on the Holyhead Roads furnishes ample proof of the great superiority of steam vessels. The following extracts are taken from the evidence of Captain Rogers, the commander of one of the packets:

"Question.—Be so good as to acquaint the Committee in what manner the communication has been kept open between Holyhead and Dublin by steam packets, and what has been the success of the experiment of establishing them on that station.

"Answer .- We have done every thing that could be done, by stcamboats; and they will go, no doubt, when a sailing vessel will notthat has been proved.

" Question.- Are you not perfectly satisfied. "Question.—Are you not perfectly satisfied.

49. It is often of great importance, both for from the experience you have had, that the regulations of excise as well as for the interstant years a very regard your commend is careful of the interstant years. steam vessel you command is capable of performing what no sailing vessel can do?

war, have performed the voyage you did in the time you did it in the steamboat?

"Answer.-No; it was impossible. In the Downs we passed several Indiamen, and 150 sail, there, that could not move down the Channel; and at the back of Dungeness we passed 120 more.

" Question .--At the time you performed that voyage, with the weather you have described, from the Downs to Milford, if that weather had continued twelve months, would any square-rigged vessel have performed it?

"Answer.—They would have been a long time about it; probably would have been weeks instead of days. A sailing vessel would not have beat up to Milford, as we did, in twelve months.

44. The process of printing on silver paper which is necessary for bank-notes, is attended munication with the cask; in the second, it with some inconvenience, from the necessity opens a communication between the cask and of damping the paper previously to taking the

largest cables, the rolling, hammering, and cut-||impression. It was difficult to do this uniform-||any vessel held beneath the cock to receive its method has been adopted at the Bank of Ireland scale opposite the place in the tube to which which obviates this inconvenience. The whole the water rises. This operation is repeated, method has been adopted at the Bank of Ireland quantity of paper to be damped is placed in a water is then admitted, and every leaf is compress, and all the superfluous moisture is squeezed out.

REGISTERING OPERATIONS.

45. One of the most singular advantages w derive from machinery is in the check which it affords against the inattention, the idleness, or the knavery, of human agents. Few occupations are more wearisome than counting a series of repetitions of the same fact; the number of paces we walk affords a tolerably good measure of distance passed over, but the value of this is much enhanced by possessing an instru-ment, the pedometer, which will count for us the number of steps we have made. A piece of mechanism of this kind is sometimes applied to count the number of turns made by the wheel of a carriage, and thus to indicate the distance travelled: an instrument similar in its object, but differing in its construction, has been used for counting the number of strokes made by a lished price to the consumer. steam-engine, and the number of coins struck in a press. One of the simplest instruments

46. Another instrument for registering is used in some establishments for calendering and embossing. Many hundred thousand yards of calico and stuffs pass weekly through these operations, and as the price paid for the process is small, the value of the time spent in measuring them would bear a considerable proportion to the profit. A machine has, therefore, been contrived for measuring and registering the length of the goods as they pass rapidly through the hands of the operator, and all

this kind is one for ascertaining the vigilance of a watchman. It is a piece of mechanism connected with a clock placed in an apartment to which the watchman has not access, but he is ordered to pull a string situated in a certain part of his round once in every hour. The inpart of his round once in every hour. strument, aptly called a tell-tale, informs the owner whether the man has missed any, and what hours during the night.

ests of the proprietor, to know the quantity of spirits or of other liquors which have been "Answer.—Yes.
"Question.—During your passage from Gravesend to the Downs, could any square-rigged vessel, from a first-rate down to a sloop of accomplished by a peculiar kind of stopcock, accomplished which will, at each opening, only discharge a certain measure of fluid,—the number of times the cock has been turned being registered by a counting apparatus, accessible only to the master

49. The time and labor consumed in guaging casks partly filled has led to an improvethe bottom of the cask, which it connects with a glass tube of narrow bore fixed to a scale on three positions: in the first it cuts off all comthe glass tube; and, in the third, it cuts off the connection between the cask and the tube, and opens a communication between the tube and series are communication between the tube and series are communication between the tube and series of series are communication between the tube and series of series of a communication between the tube and series of series of a communication between the tube and series of series of a communication between the tube and series of series of a communication between the tube and series of the glass tube; and, in the third, it cuts off the connection between the cask and the tube, and

and at each successive gallon a new line is close vessel, from which the air is exhausted; drawn. Thus the scale being formed by actual measurement,* both the proprietor and the expletely wetted; the paper is then removed to a cise officer see, on inspection, the contents of each cask, and the tedious process of guaging is altogether dispensed with. Other advantages accrue from this simple contrivance, in the great economy of time which it produces in making mixtures of different spirits in taking

stock, and in receiving spirit from the distiller.

50. The gas-meter, by which the quantity of gas used by each consumer is ascertained, is another instrument of this kind. They are of several forms, but all of them intended to register the number of cubic feet of gas which has been delivered. It is very desirable that these meters should be obtainable at a moderate price, and that every consumer should employ them; because, by making each purchaser pay only for what he consumes, and by preventing that extravagant waste of gas which we fre-quently observe, the manufacturer of gas will be enabled to make an equal profit at a dimin-

51. The sale of water, by the different companies in London, might also, with advantage, for counting any series of operations was con-trived by Mr. Donkin.* such a system were adopted, much water which is now allowed to run to waste would be saved, and an unjust inequality between the rates charged on different houses by the same com-

pany be avoided.

52. Another subject to which machinery for registering operations is applied with much advantage is the determination of the average effect of natural or artificial agents. The mean height of the barometer, for example, is ascertained by noting its height at a certain number of intervals during the twenty-four hours. The chance of erroneous counting is thus avoided. more these intervals are contracted, the more 47. Perhaps the most useful contrivance of correctly will the mean be ascertained: but the correctly will the mean be ascertained; but the true mean ought to participate in each momentary change which has occurred. Clocks have been proposed and made for this purpose, and the principle adopted has been that of moving a sheet of paper, slowly and uniformly, before peucil fixed to a float upon the surface of the mercury in the cup of the barometer. Sir David Brewster proposed, several years ago, to suspend a barometer, and swing it as a pendulum. The variations in the atmosphere would thus alter the centre of oscillation, and the comparison of such an instrument with a good clock would enable us to ascertain the

> of the wind-of a stream-or of any other irregular and fluctuating effort of animal or natural

force

53. There are several instruments contrived for awakening the attention of the observer at times previously fixed upon. The various kinds of alarums connected with clocks and ment, which, by the simplest means, obviates a watches are of this kind. In some instances considerable inconvenience, and enables any it is desirable to be able to set them so as to person to read off, on a scale, the number of give notice at many successive and distant gallons contained in any vessel, as readily as points of time, such as those of the arrival of he does the degree of heat indicated by his ther-priven stars on the meridian. A clock of this mometer. A small stop-cock is inserted near kind is used at the Royal Observatory at Green-

Repeating clocks and watches may be conthe side of the cask, and rising a little above its sidered as instruments for registering time, top. The plug of the cock may be turned into which communicate their information only when the owner requires it, by pulling a string, or by some similar application.



^{*} The importance and diversified applications of the steam engine were most ably enforced in the speeches made at a public meeting, held (June, 1821) for the purpose of proposing the erection of a monument to the memory of James Watt; these were subsequently printed.

ECONOMY OF THE MATERIALS EMPLOYED.

54. The precision with which all operations by machinery are executed, and the exact similarity of the articles thus made, produce a de-gree of economy in the consumption of the raw material, which is in some cases of great importance. The earliest mode of cutting the portance. trunks of a tree into planks was by the use of the hatchet or the adze. It might, perhaps, be first split into three or four portions, and then each portion was reduced to a uniform surface With such means the by those instruments. quantity of plank produced would probably not equal the quantity of the raw material wasted by the process; and, if the planks were thin, would certainly fall far short of it. An improved tool, the saw, completely reverses the case: in converting a tree into thick planks it causes a waste of a very small fractional part; and even in reducing it to planks of only an inch in thickness, it does not waste more than an eighth part of the raw material. When the thickness of the plank is still farther reduced, as is the case in cutting wood for veneering, the quantity of material destroyed again begins to bear a considerable proportion to that which is used; and, hence, circular saws, having a very thin blade, have been employed for such purposes. In order to economize still farther the more valuable woods, Mr. Brunel contrived a machine which, by a system of blades, cuts off the veneer in a continuous shaving, thus rendering

the whole of the piece of timber available.

55. The rapid improvements which have taken place in the printing press during the last twenty years afford another instance of last twenty years afford another instance of saving in the materials consumed, which is interesting from its connection with literature, and valuable because admitted and well ascertained by measurement. In the old method of inking type, by large hemispherical balls, stuffed and covered with leather, the printer, after taking a small portion of ink from the ink-block, was continually rolling them in various directions against each other, in order that a thin layer of ink might be uniformly spread over their surface. This he again transferred to the type by a kind of rolling action. In such a pro-This he again transferred to the cess, even admitting considerable skill in the operator, it could not fail to happen that a large quantity of ink should get near the edges of the balls, which, not being transferred to the type, became hard and useless, and was taken off in the form of a thick black crust. Another in-convenience also arose—the quantity of ink spread on the block not being regulated by measure, and the number and direction of the transits of the inking-balls over each other depending on the will of the operator, and being irregular, it was impossible to place on the type a uniform layer of ink, of exactly the quantity sufficient for the impression. The introducsufficient for the impression. The introduc-tion of cylindrical rollers of an elastic substance formed by the mixture of glue and treacle, superseded the inking-balls, and produced considerable saving in the consumption of ink: but the most perfect economy was only to be produced by mechanism. When printing presses, moved by the power of steam, were introduced, the action of these rollers was found well adapted to the performance of the machine; and a reservoir of ink was formed, from which one roller regularly abstracted a small quantity at each impression. From three to five other rollers spread this portion uniformly over a slab, (by most ingenious contrivances varied in almost each kind of press,) and another travelling roller, having fed itself on the slab, passed and repassed over the type just before it gave the impression to the paper.

The following is an account of the results of

an accurate experiment upon the effect of the process just described, made at one of the largest printing establishments in the metropolis.* Two hundred reams of paper were printed off, the old method of inking with balls being employed; two hundred reams of the same paper, and for the same book, were then

||printed off in the presses which inked their own||and set it in the sun. type. The consumption of ink by the machine rated the spirits, which when dissipated perwas to that by the balls as four to nine, or vaded the whole cavity of the box, saturated was to that by the balls as four to nine, or rather less than one half. In order to show that this plan of inking puts the proper quantity of ink upon the type, we must prove, first,
—that it is not too little: this would soon have been discovered from the complaints of the public and the booksellers; and, secondly,—that it is not too much. This latter point is satisfactorily established by a reference to the frequency of the change of what is called the set-off sheet, in the old method. A few hours after one side of a sheet of paper has been printed upon, the ink is sufficiently dry to allow it to receive the impression upon the other; and, as considerable pressure is made use of, the tympan on which the side first printed is obtained from the same cocoon than is usually laid, is guarded from soiling it by a sheet of paper called the set-off sheet. This paper receives in succession every sheet of the work to be printed, and acquires from them more or less of the ink, according to their dryness, or the quantity upon them. It was necessary in the former process, after about one hundred impressions, to change the set-off sheet, which in that time became too much soiled for farther use. In the new method of printing by ma-chinery, no set-off sheet is used, but a blanket is employed as its substitute; this does not require changing above once in five thousand impressions, and instances have occurred of its remaining sufficiently clean for twenty thousand. Here, then, is a proof that the quantity of superfluous ink put upon the paper in ma-chine-printing is so small, that if multiplied by five thousand, and in some instances even by twenty thousand, it is only sufficient to render useless a single piece of clean cloth.

*In the very best kind of printing, it is necessary, in the old method, to change the set-off sheet once in two-lve times. In orinting the same kand of work by machinery the blanket is changed once in 2000.

· [From the Southern Agriculturist.]
ing Silk.—With respect to the subject REELING SILK.—With respect to the subject equal in quantity and of silk, I have but little to say, when contrasting of the United States. my knowledge of the business with those who are more experienced in the practical pursuit of ness of profit to the man of small capitalit. But inasmuch as may pertain to the general that in three months of every year, a single it. But inasmuch as may pertain to the general good of the community, permit me to "cast in my mite." I amused myself last spring with about 2000 silk worms: as usual with me, I fed them upon the leaves of the common black mulberry of the country. They grew to their general size, in excellent health and vigor. As they matured they commenced spinning, and considering their situation they did well. The cocoons which they made were not generally last large as I had the year previous, which I remains but few dollars, and whose house is ornamented with many healthy and promising children. I thing that any and every think was occasioned by their being too much disturbed, owing to their situation. The silk which I could more readily, and I think asfely, recommend to every honest man, whose house is ornamented with many healthy and promising children. I thing that any and every think was occasioned by their being too much of mulberry trees, and obtain the other fixtures necessary, simply suited to the business, may which they produced is of excellent quality, exwhich they produced is of excellent quality, ex-libiting a very bright and lively fibre. There child of 12 or 13 years of age, that is able to is, however, a manifest difference in the fifteness and softness of the silk. Some of the cocoons than maintain a family with all the necessary are more coarse and harsh than the others; this difference attracted my attention, and by inspection I discovered that the lightest colored cocoons were the finest and softest silk. I have some large fair cocoons that are but a shade less than white; they uniformly are the finest and softest silk. This difference I cannot well and softest silk. account for, for they were produced by the same family of worms, were fed together on the same food, at the same time, and subject to the same vicissitudes. I can only admit that this difference in excellence is produced by worms of excellent constitutions; further, submit to be corrected by my superiors on the

subject.
When the cocoons were matured, I gathered them, and selected such as I intended for pro-pagation; the rest were indiscriminately prepagation; the rest were indiscriminately pre-pared for reeling: this I did in a very ready, simple, and easy manner, by which the silk is much improved. In order to destroy the vital-ity of the chrysalides, I procured a tin box with a top cover which shut very close; as I filled the box with cocoons, I sprinkled them with read written to rest were indiscriminately pre-duct, will not be under the disagreeable neces-sity of disgracing himself, by annoying his neighbor with "pray, my good sir, can you favor me with the loan of five dollars a day or the box with cocoons, I sprinkled them with * This experiment was made at the establishment of Mr good spirits of Wine, then closed the box tight,

The heat soon evapothe cocoons, and instantly suffocated the chry-Thus the vital functions of the insect salides. were destroyed without languishing. This process may be performed every three hours with the same box, while there is a warm sun. The spirits act upon the animal gummy matter of which the silk consists, dissolves it and sets the fibre free; improves the silk by leaving it bright, soft, and lively, and causes it to yield its fibres from the cocoon to the reel with the greatest freedom. Thus the process of reeling is performed with a facility unusually pleasing and profitable; for by this process the case with the water bath, and by baking, which are both tedious and injurious to the silk, and of course unprofitable. I have had a ball or cocoon to run over the floor, similar to a ball of yarn, while I held the fibres in my fingers. For the principle in the use of spirits of wine, as above stated, I refer to "Dr. Lardner's excellent book on silk manufac-tures." To the application of the spirits of wine I have added camphor, which renders the process more immediately effectual, and is of process more immediately enectual, and is or much benefit to the cocoons, which are thus cured for market. Let objections (if any to this principle) be made. Thus I have completed my principal design, in having obtained a knowledge of the nature, disposition and general properties of the silk worm, and particularly as as concerns the congeniality of this ticularly so as concerns the congeniality of this climate with their health and the quality of their silk. With this attainment I am highly grati-In faith, I believe I am willing to hazard fied. an opinion, so far as to say that with a grove of the white, or any other mulberry suitable for the production of silk, a suitable building, with the necessary fixtures for the business, silk may be made in Louisiana and its vicinity, equal in quantity and quality to any other part

I further believe, that it may be made a busichild of 12 or 13 years of age, that is able to labor. Such an income would do much more comforts of life. As a commodity of commerce, silk has ever been, is now, and ever will be, a cash article; and while human necessities exist, it will find a market, and command as ready a sale as cotton or any other raw material. Such emolument holds out strong inducements, and kindly invites the laboring part of the community into the silken garden, where, by their industry, they may not only obtain the common comforts of life, but with them may enjoy luxury. Hence, let honest industry dispel penury and distress. Let every rational man reflect, look into himself, and consider the end and aim of his existence. he will see that there is nothing wanting in his temporal concerns to render him comfortable and happy, but prudent application and persevering industry with economy. He who will J. B. BREWER.

NEW-YORK AMERICAN.

MAY 25, 27, 28, 29, 30, 31-1833.

LITERARY NOTICES.

THREE YEARS IN NORTH AMERICA; by Jas. Stu-ART; 2 vols.: Harpers .- This work, which has already passed through two editions in England, and been most cordially received by the British public, is prefaced by the American publishers with an interesting communication from Dr. Hosack; which, from the insight it gives into the warm and excellent character of the author, is a passport at once for him into our favor. The circumstances under which the Doctor became acquainted with Mr. Stuart, forms one of those beautiful incidents which are often related in fiction, but rarely touch us in real life. It appears that Dr. Hosack-but the story is so well told to our hands, that we prefer copying it from the page before us, to risk marring the relation by putting it in our own language:

The statement to which you referred in another part of your note, as made by Mr. Stuart relative to my intercourse with his friends and family in Scotland, is essentially correct: but there are some cir-cumstances connected with it, which his kind feelings have led him to suppress, and thereby to diminish the obligation the kindness of his parents imposed upon me, which I will endeavor to supply, as essentially connected with the story he has partially relaas to myself should be made known. It ought to be premised that, upon my arrival in Edinburgh, in the autumn of 1792, a letter of introduction from the late Dr. Witherspoon, then president of the college at Princeton, made me known to the celebrated divine Dr. John Erskine of Lauriston, whose daughter was married to Dr. Charles Stuart, an eminent physician of Edinburgh, to whom I was also introduced by a letter from his particular friend the late Dr. Wistar Both Dr. Stuart and Dr. Erskine of Philadelphia. manifested to me every kindness in their power.— Besides their cordial welcome, and personal attentions in obtaining for me suitable lodgings, giving me every advice in the prosecution of my medical sudies, introducing me to the medical professors, and to many of the literati of Edinburgh, I became domesticated in their families, receiving from them all the affectionate attention that I could have enjoyed in the paternal home I had left, and exciting in me feelings of gratitude never to be obliterated. You will therefore not be surprized at the incidents referred to in Mr. Stuart's narrative.

On a passage up the Hudson river, on board the steamboat North America, in June, 1830, I perceived my friend, the late Dr. Mitchill, standing at the side of the deck in conversation with a gentleman to me a stranger. Upon saluting the doctor he presented me to that gentleman as Mr. Stuart of Edinburgh. I immediately observed to him, "Sir, that is a name very dear to me;" to which he replied, "You refer, I presume, sir, to Professor Dugald Stewart." "No, sir, I refer to Dr. Charles Stuart, a physician, who was a father to me when I was in Edinburgh, and whose kindness I can never forget." He immediately dropped his head and was silent. I then added, "Sir, this was not all. I received similar kindness from a family with which Dr. Stuart was connected by marriage, the late Dr. Erskine, of Lauriston, in the vicinity of Edinburgh." I immediately found I had awakened very tender feelings in Mr. Stuart, for I perceived his eyes suffused and the tears trick-ling down his cheek. The conversation having ter-minated with Dr. Mitchill, Mr. Stuart took me by the arm, addressing me, "Dr. Hosack, after the kind expressions which have fallen from you, I cannot but make myself known to you. I am, sir, a son of the Dr. Charles Stuart, and the grandson of Dr. Erskine, of whom you spoke with so much gratitude and feeling. Although I am a stranger in this country, and wish to pass through it unknown, my feelings would not permit me to withhold myself from you." I then exacted from him the promise of further intercourse and acquaintance with him, and of giving me an opportunity, before he left the country,

stream," "the loveliest of rivers," even after hav-|| It is here ornamented with many islandsits charms:

The Hudson not only contributes most essentially to the commercial prosperity and greatness of New York, but in no ordinary degree to the enjoyment of York, but in no ordinary degree to the enjoyment of it is on a nne elevation on the face of a lift.

Whether the glorious scenery of the Hudson be the United States. Where is there such a river or such scenery, not only so easily, but so luxuriously seen, so near any other capitals in the world? It is who have travelled in Europe maintain, I, who have travelled in Europe maintain, I, who have seen, so near any other capitals in the world in the power of a European, on the very day of his arrival in the United States, without any exertion on his part, except a five minutes' walk from his hotel, anywhere continuously in Great Britain, so remarkhis part, except a five minutes' walk from his hotel, to behold that part of this "exulting and abounding river," the sight of which is sufficient to repay him for all the annoyances attending a transatlantic voyage. I, proceeded on 28th August from New York to Albany, in the North America steamer, the most beautiful and swift of the floating palaces on the fludson, or, as I believe I may add with truth, in the world.

The distance is 154 miles, and the scenery thro' out of the most interesting and diversified descrip-We feel as having seen more of the beauties of nature in one day than we have ever done before, far too much to allow us to recollect all that passed before us, or to give even a sketch of it.

The boat leaves the wharf in the very heart of the city of New York, surrounded by splendid objects; on the one side of the river, the city and bay of New-York: and on the other, at the distance of a mile and a half, the city of Jersey, projected into the river, very much as Burnt island is on the Frith of Forth, the promontory and pleasure grounds of ehind them the abrupt hills of the Hoboken, and b Wehawken. Those hills, which, when they approach the river, are called the Palisadoes, form in most places a precipitous wall, from 200 to 700 feet high, for about thirty miles on the western side of the river. The New-York, or eastern side, exhibits a waving outline of rich, cultivated, and undula-ting country, ornamented with villas, farm-houses and cottages, and bounded by sloping rising grounds.

The river itself expands into a noble bay, four or five miles wide, called the Tappan Sea, about thirty miles from New-York, at the top of which, ten miles farther on, the banks approach each other so closely, that the channel, through which the river distant period forced its way by some violent

pass between precipitous mountain tops, rising on both sides from the water's edge to an elevation of 1200 or 1500 feet. These mountains or hills, as we should call them, are what are called the Highlands of the Hudson; and the entry to them seemed to us the most remarkable point on the river, not to be contemplated without feelings of the deepest interest. The river course continues to run in this defile its direction, so much, indeed, that you frequently appear to be sailing in a lake, from which you cannot discover an outlet.

The ocean tides carry sufficient depth of water for the largest vessels through the whole of this primitive mountain chain, exhibiting the only example yet discovered where this takes place, excepting on the St. Lawrence, which passes through a chain of primitive mountains, on a branch of which Quebec stands.

After leaving the Highlands, the banks of the river projecting and marked shores. Great part of this district, which is called the Valley of the Hudson, consists of good land and fine corn fields, and is one. The view com of the richest parts of the state of New-York.

ing indulged in the following animated description of become less steep—the country rich looking, and more peopled. Villas on the banks appear more frequently in approaching Albany, the view of which, from the river, is very striking. The oldest part of the city reaches to the water's edge, but a great part of it is on a fine elevation on the face of a hill.

able a combination of natural beauty and romantic scenery as on the Hudson between New-York and Albany. Nowhere in the British dominions can so great a variety of interesting and pleasing objects be seen in the course of a single day. The Trosachs, though in miniature, resemble the passage through the Highlands of the Hudson, in all respects but one, the grandeur of the bounding objects.

This just tribute to the prince of streams, the " Monarch Mohegan," (why can we not retain a name so expressive of his majestic and deep flowing tide?) is afterward rendered still warmer where Mr. Stuart calls our noble stream "the most beautiful of all beautiful rivers-admired the more the oftener seen." The craft which navigate its waters are thus described :-

The sailing vessels on the Hudson are extremely beautiful in form. They have no foresail, merely jib and main sheet, bleached as white as a table cloth by the sun. The Americans may perhaps with some justice be accused of want of taste, in the sense in which the British generally understand the term.—But I suspect that in naval architecture, in the form of their ships, and boats of all descriptions, in their adaptation for sailing with speed, and their clean and handsome appearance, we ought to admit that they excel all other nations.

The fine eye which our author has for the beauties of Nature is already sufficiently apparent from the above extracts. But while gratified with descriptions from such a source, like that which follows, a degree of mortification arises in one's bosom to think that of convulsion, is not perceived until you almost enter those who pass their lives amid such scenes how few it. Here we suddenly found ourselves in a narrow have the sense to appreciate or the taste to enjoy have the sense to appreciate or the taste to enjoy them:-

The shores of Staten Island are finely indented, and sprinkled with the white, clean looking villas of this country. The island rises quickly to a considthis country. erable height, containing an area of about fifty-two square miles.

The quarantine establishment and the adjoining The river course continues to run in this defile among romantic hills covered with wood, sweetly inlaid with plateaus of green pasture, and of table land, for about twenty miles. The farm-houses and villages look as if they hung on the cliffs, or rese by terraces from the water edge. The river is of water whole buildings are situated on a bank terraces from the water edge. The river is of gently rising from the shore, and overhanging a beauvarious breadths, from a mile and a half to two miles. The projecting rocks often force it to change its direction, so much, indeed, that you frequently with which the bay of New York is always adorned. Behind the village the ground becomes abunt, to a village are pictures of cleanness, all painted of a Behind the village the ground becomes abrupt, to a point at which a building is erected called the Pavilion, expressly on account of the splendor of the view, the top of which is, I should think, nearly 250 feet above the sea, consisting of handsome saloons, with balcomies, piazzas, &c. on all sides, and a lookout place from the summit, from which the prospect is most glorious. I have never been more delighted with any of the prospects of this description which have charmed me most, on the Frith of Forth, the Areer seaving the Highlands, the banks of the river lave charmed me most, on the Frith of Forth, the are comparatively low, 100 or 150 feet in height.

The hills through which we had passed incline to the right, and do not break off until they reach the St. Lawrence. The river for sixty or seventy miles frequently opens into beautiful lakes and bays, with projecting and marked shores. Great part of this district, which is called the Valley of the Hudgen.

The view comprehends half a dozen friths, divi-The ding by marked headlands, tracts of well-wooded and town of Newburgh on the one side, the village of waving country; and it embraces not only the city of Fishkill on the other, the noble terrace of Hyde New York, surrounded with a vast mass of shipping, giving me an opportunity, before he left the country, to reciprocate a portion of the kindness I had received from his parents and friends, when I was similarly situated as a stranger in his native land.

Mr. Stuart afterwards visited Dr. H. at his seat at Hyde Park, upon the beauties of which he seems to dwell with peculiar pleasure, when giving way to his lively admiration of the scenery of the Hudson; which he repeatedly speaks of as "this glorious" From has more the appearance of a river than below.

Hyde Park, upon the beauties of which he seems to dwell with peculiar pleasure, when giving way to his lively admiration of the scenery of the Hudson; which he repeatedly speaks of as "this glorious" From his more the appearance of a river than below.

Hyde Park, the Dutchess County, famed for its fertility, but the city of New-Jersey, projected into the bay, quite as much as Burnt Island is into the city the Narrows, and the Quarantine Ground, with the Atlantic, on the east, and the coast of New Jersey, Raritan Bay, Sandyhook, and the Atlantic, to the south; the whole forming a noble prospect in the heart of as rich looking a country as is in the world.

The opinions here expressed are elsewhere repeated with the same comparison in describing the approach to New-York :-

I had heard much of the beauty of the approach to New York from the sea, but the reality altogether exceeded my expectation. It is undoubtedly one of the most magnificent scenes in the world. I know of no more happy disposition of land and water, nor such variety of marked and pleasing features any where on the shores or rivers of the British Islands. Neither the Bay of Dublin, nor the Isle of Wight, nor the Frith of Forth, or Clyde, presents the works of nature on a grander scale, or in more varied and interesting aspects. That boldness of character interesting aspects. That boldness of character which lofty hills and mountains produce is alone wanting. The hills which bound the prospect in wanting. The hills which bound the prospect in three or four directions are no where above four or five hundred feet in height.

Within Sandy hook, the channel passes through the outer harbor of New Yark, called Raritan Bay, the shores of New Jersey and Staten Island. five miles from New York, Long Island and Staten Island approach each ether within less than a mile, forming a strait, called the Narrows, from the northern part of which the sea view is splendid, command-ing the harbor, or inner bay of New York, above twenty miles in circumference, with its islands and indented shores; and above all, in the centre of the bay, the Island of Manhattan, on the nearest or south-ern part of which is placed the city of New York, surrounded by its shipping. Half a dozen rivers, which in other countries we should call arms of the sea, viz. the Hudson, navigable for about 180 miles, the Raritan, Long Island Sound, the Passaic, the Hackensack, pour their waters into these bays, the shores of which, and of the Islands, are covered with ornamented villas and orchards. The sun was setting as we darted through the inner bay, decorated with the lightest and most graceful description of sailing boats we had ever seen; it had just set when our voyage was completed. The feelings of all the passengers, even of those to whom it was not nev passengers, even or those to assume the wore highly excited by such an exhibition of the beauties of nature, in such an evening, and at the most favorable moment for enjoying it. Words cannot express the delight with which a picture like this is seen by those who understand it.

The most partial burgher will be content with what Mr. Stuart says of the city itself.

We have now spent four days in the city, endeavoring to see those objects that are pointed out as best worthy of a traveller's attention; but the weather continues so exceedingly sultry, that we are resolved to discontinue the necessary exertion, and to set out, without delay, on a tour to the northern part of the state of New York, and to the Falls of Niagara. I must content myself, therefore, at present, with noticing what struck us as most remarkable, or as difering most from what we had been accustomed to see, in our perigrinations through the metropolis of Its situation has been most happily the New World chosen; in nearly the most central position on the shores of this great continent, with a harbor safe and deep, and of unlimited capacity, comprehending, as it does, the mouth of the Hudson itself; unrivalled in its facilities of intercourse with the interior parts of the country, not merely by means of its sounds and rivers, but by its recently constructed canals, which, through the exertions of the late governor of this state. De Witt Clinton, were completed and brought into full operation three years ago. The Eric canal, which will immortalize the name of Clinton, begins at that point in the river Hudson, about 160 miles to the northward of New York, where the river becomes no longer navigable for vessels of great size. The canal is above 360 miles long, communicating with Lake Erie, which is elevated 568 feet above the Hudson at low water, and, of course with Lakes Huron, Michigan and Superior, the most extensive repository of fresh water on the globe. The success ful execution of this great work has led to splendid continuations of the system of water communication, especially to the canal, now far advanced, from Lake Erie to the Ohio, which continues the internal navigation from New York to the Ohio, Missouri, and Mississippi, and, of course to Pittsburgh, Cincinnati, St. Louis, New Orleans, and the Gulf of Mexico—

Jersey are on the north; Long Island and its sound, ||a length of internal water communication unparallel-||objects of pity in all countries. ed in the world.

Our readers have already perceived from these quotations, if indeed they were not already familiar with the fact from the notices of this work in the Britsh periodicals, that Mr. Stuart is a traveller of a very different complexion from the Fearons. Halls, and Trolloppes who have hitherto visited this country. Nothing, indeed, can be more liberal and gentlemanlike than the general tone of his work. His perception of the moral and political fitness of things, so to speak, being as unbiassed and discriminating as his views of the natural beauties of the country. Errors of course there are in his work, as there must be in the observations of every foreigner, commenting upon the customs of a strange country, and accumulating as many facts as possible in regard to it. His mistakes, however, are very few, considering the great quantity of actual information embraced in the two volumes before us; while, as in the following extract there are not a few passages wherein Mr. Stuart gives us credit for qualities which, if we do from one of the great rivers, which discharges itself possess, can hardly be claimed, at least in the de-into it. The bay is skirted by Long Island, and by gree to which he ascribes them to us. In speaking of the effect of money and office, for instance, he says:

> In the United States, the slightest assumption of superiority over a person conceived to be lower merely in point of station or wealth is not tolerated. Superiority is yielded to men of acknowled talent alone. New York would be in a fever of joy were Mr. Clay, a man certainly of the first talents as a statesman in America, though at present unemployed and in retirement, to appear there; but the rich est man in the United States,—such as Mr. Girard, who died lately at Philadelphia worth many millions, though he appeared with as great a display of wealth as George the Fourth at his coronation, would command no respect or attention whatever.

> The first part of this paragraph seems almost like broad satire in this political year 57: and for a comment upon the last sentence we would refer the reader to an admirable article in a back number of the New England Magaziue upon the incense that was offered up throughout the country to the gilded name of Girard, when the decease of the rich banker had made the extent of his wealth fully known. As to the "superiority which is vielded to men of acknowledged talent alone," the concession, we apprehend, is hardly made from intellectual considerations. It is that in a country like ours, where the paths of wealth and distinction are alike open to all, talent is both power and capital. But it must be practical talent, such as can be brought to bear in the actual concerns of life, and made a productive, if not a marketable commodity. It is estimated by its fruits, and not by its flowers; not by its possessor delighting a private circle, or shining in a public address; but by his getting heavy damages in a case of trespass, or carrying his counsy in the teeth of an opposition. And it is perhaps right that it should be so; for though we are far from being thorough utilitarians, we do believe that in country like ours, where the ferment of a newly formed society so often sends the scum to the surface, or where, in other words, so much pretension of all kinds, like light people in a crowd, gets boosted (the word is only in Webster, but it is a good one) above the backs of others, the reductio ad utilitatem (what is he good for, what will it bring) is the safest of all tests to be applied, alike to windy speeches and puffed up assumption. But to return to Mr. Stuart, who thus winds up his observations upon the general condition of society in the United States:

> There are, it is true, many accomplished and poiished persons, in the best sense of the word, in the United States; but their number is infinitely smaller in reference to the population than in Great Britain. In this admission, I of course neither allude nor mean to allude to that class of persons whose mode of life I have already attempted to describe, who ac-

Our boasting, however, must be carried no farther than to the class of the highly educated, accomplished, and refined; for the great mass of the people of the United States are so much better educated, so much better informed, and possess so much better manners, so much more self possession and ease, that it is absolutely ludicrous to compare the people of Great Britain with whom in those respects.

It will easily be perceived, from this light examination of its contents, that Mr. Stuart's book will do more to remove with foreigners the lead of misrepresentation that has been heaped upon the country, than all the vindictive replies that could possibly be hurled from this side of the Atlantic, upon our offending brethren over the way. But would that it could do more -would that it could give our countrymen that quiet appreciation-that assured and firm conviction of the blessings of the land they live in, and of the value of that constitution which makes that land half what it is, which would make them look only at homewithin the bosom of their own country-for their feelings of satisfaction and just complacency. And not like a child, who values a toy by the estimation which is put upon it by other children—or a giddy girl, that prizes the attentions of her admirers in proportion as they rise and fall in the opinion of strangers-be looking forever abroad for some one to pat us on the back and tell us what a decent people we are, and what a clever country we live in. In taking leave of Mr. Stuart's book, we regret not being able to speak as warmly of it in a literary point of view as the liberal and intelligent character of its author would dispose us. It is hardly fair, however, to apply any severe standard of criticism to the style of a work which is confessedly a mere compilation of notes made upon the spot, and afterwards collected for the purpose only of disseminating useful information and not with any aim at literary distinction.

THE PROTESTANT EPISCOPAL PULPIT.—This excellent design of giving a series of original sermons by living preachers in a cheap form, appears to flourish, as it ought, by the publication having in the number before us, reached the 5th number of the 3d

FRANKENSTEIN, OR THE MODERN PROMETHEUS; by Mrs. Shelley; 2 vols.: Philadelphia, Carey, Lea & Blanchard.—This strange and powerfully written story is one of the most original (some may say absurd) conceptions that ever entered the brain of a writer of fiction. The story is briefly this: Frankenstein, a young and ardent Genoese student, after pursuing the branches of chemistry and anatomy with great zeal and success, conceives the extravagant idea of forming, by the aid of those twe scienees, an animated creature in his own form-a human being like himself. For this end, he passes his days in the labaratory and his nights in charnel houses, recolving the various forms of animal matter into its elements, and watching the gradual transition of decaying mortality as it passes through every loathsome shape into its original dust. At last, after consuming months in examining and analyzing all the minutize of causation as exemplified in the change from life to death and arom death to life, his skill in each branch of natural philosophy that relates to physiology enables Frankenstein with incredible labor and fatigue to discover the cause of generation and life. But instead of pausing here, and resting con. tented with his stupendous discovery, although his health is already broken by extreme devotion to his terrible studies, he at once sets his mechanical contrivance to work to construct a frame, upon which to hang his wonderful discovery-to form a body in which to place the vitality he was able to call into being. The intricacies and complexities of the human system in men of the ordinary mould, are too minute for him to attempt at once a creature of the quire artificial habits, and pass through life alike minute for him to attempt at once a creature of the useless to themselves and to the world. They are common scale; and he therefore proceeds to form

lifeless matter into a gigantic shape, and bestow ani-||tous to keep up friendly appearances with Francemation upon the monster as it grows to life beneath his hands. The result of his unhallowed labors is a terrific looking creature, whose exaggerated features though embued with life preserve all the disgusting peculiarities of the separate corpses from which they are formed. His watery eyes roll in their dim white sockets, and his black lips quiver in frightful relief to his ghastly complexion; and Frankenstein shrinks from the monster he had so rashly called into being, as it stands erect in its unearthly proportions glowering upon the daring mortal that had caused its existence. He rushes from his apartment as the gigantic creature, whom it would be vain to contend with, attempts to detain him; but after being long withheld by mingled fear and horror from returning to the chamber where he had left his hideous creation, he can find no vestige by which to trace its departure, and he remains filled with ominous thoughts as to his destiny being involved for the future with that of the demonaical corpse to which he had given life. And now comes the most horrible part of the story: this fearfully uncouth creature, though gifted with several noble instincts, is repulsed in all his efforts to excite the sympathy of the beings in whose shape he had been formed. He is treated like a monster, and after being hunted down like a wild beast, becomes at last a fiend in earnest, and enters upon a career of outrages upon mankind, which, after destroying all the kindred of Frankenstein, results at last in the death of both.

Such is the outline of this fearful story, the relation of which, if not occasionally almost impious, certainly trenches at times upon what most men regard as hallowed: but as for the ultimate moral of sing the Irish Volunteers, is given in the papers. It the tale, we confess ourselves unable to discover that it is of the baneful character represented by some of the British critics. Frankenstein might of the coercing act. be well taken to represent those rash individuals who, from having successfully explored a few of the most in the English Ministry. Cobbett, who proposed his mysterious paths of knowledge, would carry their presumptuous ken through that veil which is at last interposed between the Creator and the creature; while the hideous result of his daring and ingenious labors, in its horrible departure from the physical and moral perfection he aimed at, represents how impossible it is for finite minds, in conceiving a better order of creation than that of which we form a part, to grasp each contingency that must have entered into the mind of an infinite Being, when he called us into existence. We have, however, given so much room already to Frankenstein, that it must now be left for more thoughtful heads to make their own deductions from the story, which, for those who like once in a while to 'sup on horrors,' is delightfully demoniac.

ZOHRAB THE HOSTAGE: 2 vols. Harpers.—They who have dwelt with pleasure upon the entertaining and instructive pages of the ingenious Mr. Morier's Hajii Baba, will hardly find their expectations disappointed in the work before us, if a passing examination of its contents privileges us to form an opinion of them. The scenes and characters appear to be in the same excellent keeping as in the previous admirable Eastern story of the author.

FOREIGN INTELLIGENCE.

The foreign news by the Poland from Havre, and by the Britannia, since arrived from Liverpool with papers to the 17th ult. is more interesting than usual.

France and England both seem not a little embarrass. ed by their voluntary interposition to check the victorious march of the Egyptians.

The Belgian question recedes rather than advances —King William becoming more difficult just in propertion as the powers of the North seem less solici.

Keep the peace.

M. Lionne, the Editor of the Tribune, had been people of England, that in a short time, sooner or

Count d'Appony, long the Austrian Ambassador in France, has left Paris, and is, it is said, to be replaced merely by a Chargé d'Affaires. Russia it was rumored was to take a similar step; and in both, the substitution of an inferior for a superior diplomatic agent, was looked upon as a quasi rupture with the Revolution of July.

Paris was agitated by the trial, before the Chamber of Deputies, of the Editor of the Tribune, for a contempt of that body. All the guards were doubled on the day of the trial, 15th April, and every precaution taken to suppress any disturbances. None oc_ curred; and the National and other liberal papers argue, reasonably enough as it seems to us, that all this parade of power and affected apprehension of revolt, were mere managuvres of the Police-in order to have an excuse for arbitrary measures. Of the members of the Chamber, 69-among whom were General Lafavotte and his son-refused to take part in the proceedings against M. Lionne, the Editor of the Tribune, deeming them unconstitutional.

The movement at Frankfort on 3d April would eem to have been connected with some extended scheme of insurrection among the smaller German States-and the departure from their assigned stations of several hundred Polish refugees in France, who marched for the disturbed districts, is supposed to have been connected with the plan. The premature explosion at Frankfort will probably defeat the whole scheme.

In English affairs we do not find any thing new The Proclamation of Lord Anglesea, of which we heard by the way of Ireland some days ago, suppresis of the same general tenor as that heretofore pub lished, proclaiming Kilkenny as under the operation

We find nothing authentic as to rumored change son-upon the hereditary principle, we presume, which he has so long combatted in others—as a member for Coventry, had suffered a signal and deserved defeat. The ministerial candidate was chosen by a great majority.

From Portugal nothing new

We learn from Madrid, says the Journal des Debats, that the decrees issued to convoke the Cortes in order to swear allegiance to the daughter of the King as heiress of the throne, on the 20th of next June, has produced an excellent effect among the true friends of the Queen and the Monarchy. This resolution, and the news that government has received from all points, announce the most perfect tranquility in the provinces.

LATER FROM EUROPE .- The Napoleon packet ship from Liverpool brings us papers to the 24th ultimo. The position of public affairs remains much as described above. From Constantinople, the accounts are contradictory as to the designs of the Porte. On the one hand, it is said the Sultan has agreed to treat with his rebellious and victorious vassal, upon the basis laid down by the conqueror; on the other, it is alleged, that urgent expresses had been sent off to hurry the march of a Russian army to defend Constantinople from Ibrahim. If the latter be the true version, England and France, neither of which powers has in the Levant or in the Dardanelles a force sufficient to give efficacy to their protests against the armed intervention of Russia. - will be made sensible of the mortifying disadvantage of rely-In the East, difficulties appear to multiply; and lying on protocols against bayonets and hordes of Cossacks on the spot.

> The free? city of Frankfort, as was to be expected, has been tranquillized, after its popular tumults, by an Austrian detachment marching into the city to

sentenced to three years' imprisonment, and a fine of 10,000 francs-(\$2,000.) The sentence was carried into effect without any tumult.

The Belgian question is anew discussing.

Another coercing Proclamation, No. 3. by the Lord Lieutenant of Ireland, suppressing the National Trade's Political Union, appears in the London pa-

The Budget for the year ending April, 1834, was brought forward in the British House of Commons on the 19th. The receipts of the year are estimated at 46,494,1281., and the expenditures at 44,922,2191. Of the expenditure, 30,300,000l. is for interest, &c., on the national debt. The Chancellor of the Exchequer recommends a reduction in the salaries of various officers, and a reduction of duties on the following articles:

- ty on shops,

 5. Cotton—reduction of additional duty imposed in -241,000 6. Soap—haif present duty,....

£1.349.000

The present duty on advertisements is 3s. 6d., which it is proposed to reduce to 2s. 6d. for the first insertion, 1s. 6d. for the second, and 1s. for the third. The duty on marine insurance it is proposed to reduce about one half.

It is stated in a French paper, that the French Navy Department intend to substitute, in the Government ships, iron wire ropes for the usual cordage in the rigging; and that this change will effect an annual saving to the amount of 300 or 400,000 francs.

EMANCIPATION OF SLAVES IN THE WEST INDIES. Mr. Stanley, the newly appointed Secretary for the Colonies, in an address to his constituents on his reelection to the House of Commons from the Northern Division of Lancashire, after taking office, held the following language—which from his official station, will be looked to with much interest :-

But there was one question connected with the cocolonial system, one of such paramount importance that he could not avoid reverting to it. If he felt upon a late occasion that, as a Minister of the Crown, it was impossible he could enter distinctly into the views of Government upon the question of slavery, that impossibility was now stronger and more urgent when he was himself the Minister upon whom the task would devolve of proposing to Parliament, in a very short space of time, the measures which his Majesty's Government had in contemplation on this most critical and all-important subject. There was no question which involved so many interests of such magnitude -no question in which those whose interests were affected were in a state of such great fear and difficulty. And on the other hand there was no question in which the interests of humanity, the enthusiasm of religious feeling, and all the generous and manly feelings of Englishmen were more earnest. ly and anxiously embarked for the purpose of bringing it to a speedy and satisfactory conclusion. cheers.) Between these fears on the one hand, and these trembling interests on the other-these alarms on the score of property, and these fears of men who have been long in a state of difficulty, and who, therefore, dread any thing that may add to the pres-sure under which they suffer, and who have such an alarm at any attempt to arrange this great question; between all these numerous difficulties it will be admitted that it was hard for Government to steer a But he thought that notwithsatisfactory course. standing these difficulties, by applying themselves estnestly to the consideration of this question, with au anxious desire to do justice, and to promote the interests of humanity, he would soon be enabled to propose a measure to Parliament which would be, in the words of his Noble Friend, the Chancellor of the Exchequer, safe and satisfactory. (Loud and centinued cheering. He said safe and satisfactory; and he would add, that in his opinion no measure could be safe and satisfactory which was not founded upon principles of equity and justice-which did not carry with it something of a decisive and posi-tive character, which would be acceptable and lasting, and which would enable him to say that it would



grace of negro slavery. (Loud cheers.) In so speaking, he only expressed what had been the object so long and so fondly cherished by the people of these countries—what Parliament had been pledged to ac-complish by resolutions for many years; although he as free to say that he did not think these resolutions had been carried into effect so rapidly, and, he would add also, so safely as they might have been, had determined measures been earlier resolved upon and adopted. While the Government, therefore, was bound to look with vigilant care to the interests of parties deeply concerned, they were also called upon to be most anxious in their desire to accomplish the earnest wishes and feelings of the people of this country—feelings which were not more reconcilable to the interests of England than to the dictates of humanity. (Great cheering.)

LONDON, April 18.—/imsrican Stocks.—Our advices are to the 18th, at which period United States Bank Stock had risen to £23 5s. which is an advance of five shillings from the previous dates by the Britanuia. The rate with Exchange at 9 per cent.

105 1053 Louisiana Barings....1833 984 Philad. City 5 per Cent. 1846 Mississippi 6 per Cent. 1841 . 1841 1846 1851 1855 .£23 s £23 5s. Dividends from 1st January. U. S. Bank Shares ...

VERY LATE FROM BERMUDA.—By the schooner Brilliant, Capt. Bronson, we have received Bermuda paperst the 21st inst, only seven days from that Island.

They state that reports had reached there that an insurrection had broken out amongst the Negros in Demarara.

A Portuguese Slaver with 230 slaves had been cast away at Jamaica. Slaves all safe ashore under the protection of government.

A letter from the interior of Jamaica, dated 19 April, says the weather had been dreadful, the crop will not be half an average one. Negro grounds burnt up-not a spear of grass.

[From the Salem Gazette of Tuesday.] CAPTURE OF MOCHA.—We have been favored with the following extract of a letter from the captain of the ship Restitution, of this port, to John Forrester,

Esq. his owner:
" Мосил, Jan. 20, 1833.—A Turkish army, under Belmas, after taking Judda and the other ports on the Red Sea, attacked Mocha on the 19th November, and after a bombardment of 15 days the place surrendered. The Bashaw has treated me very kindly, ever since he has been here, and tried to forward my business as much as possible. He is about raising the duty on all foreign ships to seven per cent. the same as the Arabs pay, which will be of much consequence to the American trade. The whole seaconat is in possession of the Bashaw Belmas, from Judda to have been given at that date, or until one year after Adin; but the country is in a very unsettled state waster previous notice shall have been given thereafter. and it is reported that the king of Sannah is raising a large force to endeavor to retake his possessions. Coffee is scarce and high."

SUMMARY.

TREATY WITH RUSSIA .- The Globe of Saturday contains the treaty at length, concluded in December last with Russia. The treaty contains thirteen original articles, and one separate one. From the Baltimore American we take the following synopsis of their provisions:

The first article establishes a reciprocal liberty of commerce, navigation and trade—extending to the inhabitants of each State sojourning or trading in the territories of the other, the same security and protection enjoyed by natives, on condition of obedience

to the laws.

The second article places the vessels of both countries in the same port on an equality as to ton. nage duties. In regard to light-house duties, pilotage, custom house fees, port charges, and all other fees and charges of every description and for every purpose, they are to be placed on the footing of the most favoraed nations, with whom there are not specific treaties on the subject now in force establishing

later, they would see a termination given to the dis-||of any kind whatsoever shall be levied on merchan-||passed through the stratum of clouds in which the dize, &c. imported in the vessels of one country than on the other. By the next article it is explained that these stipulations in both cases, apply as well to arrivals in either country, from ports foreign to both, as to direct voyages.

The same reciprocal stipulations for abolishing discriminating duties are by the fifth article extended to exports from both countries.

The sixth and seventh articles provide that no higher duties shall be paid on importations or exporations of the produce or manufactures ef either country to or from the other, than are paid on like articles from or to any other foreign country. None of these stipulations relate to coastwise navigation: that is expressely excepted and reserved to both na-

By the eighth and 9th articles the liberty is reser ved to each country to appoint consuls, vice consuls, agents, &c. with the privileges of the same officers of the most favored nations,—they being liable, if engaged in commerce, to the laws and usages established for native merchants. They may act, too, without the interference of the local authorities, ex. cept when the public peace is endangered, or assis-tance is required to carry their decision into effect. The parties to controversies before them are not thereby restrained in their judicial remedies at home, for acts done under this authority. Consuls, &c. may require the aid of the local authorities for the arrest, &c. of deserters. Demand, in such case, must be accompanied by written evidence of the claim upon the deserter, and the exhibition of proper official documents. Deserters may be placed by the consuls, &c. in the public prisons, at the cost of those claiming them, until delivered to the claimant, or sent home by another vessel. Four months without being sent home, is the limitation of this confinement, after which the prisoner, unless detained for crimes, shall be unconditionally discharged, and not subject to arrest again for the same cause

The tenth article grants to alien residents in both countries the right of disposing of personal estate by will—their alien representatives to inherit and take possession personally or by deputy, without any other charges, duties or obstructions than are imposed on native heirs;-the same laws of intestacy and administration to apply in the absence of the alien heir. The lex loci and domestic courts are to decide the rule of descent and apportionment. In cases of real estate, an alien heir shall be allowed a reasonable time to sell and withdraw the proceeds, without pay-ing any extra charges or dues. It is provided that this article does not derogate from the existing Rus-

sian laws against emigration.
By the eleventh article it is agreed, that if either party shall, hereafter, grant to any other nation, any particular favor in navigation or commerce, it shall immediately, become common to the other party, freely, where it is freely granted to such other nation, or on yielding the same compensation, grant is conditional.

The closing articles extend the force of the treaty to Poland, and fix its duration to the year 1839, prosuch previous notice shall have been given thereafter.

The separate article for the purpose of removing all ambiguity and subjects of discussion from their an ambiguity and subjects of discussion from their commercial relations, explains that the existing civil regulations between Russia and Sweden, Russia and Prussia, the Grand Dutchy of Finland and Poland,—which are now in force, but which "are in no manner connected with the existing regulations for foreign commerce in general,"-are not to be affected by this treaty.

THE BALLOON ASCRNSION of Mr. Durant, on Wednesday last, was very striking and successful, tho' the enjoyment of the sight was rapid indeed. The the enjoyment of the sight was rapid indeed. The generally, the attention of the community is not at balloon, in a few seconds after it sprang from the all occupied with the subject." earth, was hidden in the clouds, which were low and veller. The wind being from the southward and eastward, it was perceived that the balloon would be necessarily driven over into Jersey, or up the North River; and hence less anxiety was felt for the unseen vessel and its daring navigator, than if the wind had been seaward.

We have just had a visit from Mr. Durant, who reports that he landed safely and without accident in an open field, in the manor of Fordham, in Westchester county, on the farm of W. R. Morris, in about an a complete reciprocity.

The third article abolishes discriminating duties on importations, and stipulates that no greater charge

hour and a quarter from the time of his departure from Castle Garden.

His rise, he says, was very rapid, but he soon

balloen was so immediately lost to the spectators below, and then found himself in a clear region of sunshine, with a boundless ocean of fog beneath him. The balloon continued to rise with great rapidity, till, as Mr. D. estimates, he had attained the height of about 16 or 17,000 feet, (three miles). His whole attention, however, being required to the means requisite to arrest the upward progress of his rapid bark, he could not ascertain by his barometer the pre-cise height. When in the clear region, a northerly breeze wasted him towards the ocean, and just as he descended and touched the upper surface of the clouds again, he distinctly heard the roaring of the surf.—
After entering the clouds a southeaster drove him back, and he continued gradually lowering himself to the earth, till in about 35 minutes from the time when he heard the ocean roar, he landedloath we may suppose—on terra firma, in Westches. ter, about thirty miles, we may presume, in a straight line, from the sea. He was assisted in securing his balloon by two or three black men at work in the fields-and returned to town, himself and his ship of the air, unharmed.

THE GUARDIAN INSURANCE COMPANY .- We understand (says the Gazette) that nearly three times the amount of Stock in this new Company was subscribed for on Monday. The charter requires that the commissioners shall make an apportionment of the Stock among the subscribers.

We understand, (says the Commercial) that the Commissioners for supplying our city with water, have appointed Canvass White, Esq. and Professor D. B. Douglass, Professors of Civil Engineering in the University of New York, to make the requisite surveys and examinations.

We find the following statement in the Brooklyn (L. I.) Star:

COMMODORE CHAUNCEY .- We understand that Com modore Chauncey, who has had for some years the command of the Navy Yard attached to this village, has been appointed a Navy Commissioner, and that Commodore Ridgely will succeed him in command of the Yard.

It is but justice to Commodore Chauncey to say, that his uniform courtesy as a citizen of this village, and his zeal and activity in the duties of his station have given him a high place in the estimation of the people of Brooklyn. We trust that his successor will be able to supply his place in all the qualifications of an officer and gentleman.

Benjamin Gorham was nominated on Monday a candidate for Congress from Boston. He will, we hope, no longer decline—for there have been already two unsuccessful attempts at an election. His name will at once bring out sufficient strength to elect him triumphantly.

In a Philadelphia paper, we find the following on dits.

"John Randolph's property, left by him to his heirs, is immense, probably amounting nearly to a million of dollars, in tobacco plantations on the Roanoke, negroes, race horses, dugs, bank stock, &c. It is all left to his half sister and two halt brothers, whose names are Tucker. His plantation on the Roanoke is one of the finest in that country.

"John Randolph was born on the 2d June, 1773—

he was, therefore, at the time of his death, 59 years, 11 months and 21 days old. His coffin bore the date of his birth day."

CHOLERA AT NEW ORLEANS.—The Price Current of the 11th May, instant, says—

"Much has been said and written on the subject of Cholera, &c., since our last reportinformation extends, we have learned nothing new on the subject; occasionally persons are attacked, and some die with what is called Cholera, but there does not appear to be any new causes of alarm, and

Bishop Mc Ilvaine, before entening upon his duties dense, and nothing more was seen of the aerial tra- in the diocess of Oino, has made a tour into the eastern states, with a view of collecting funds to aid Konyon College, of which institution he is ex-officio pres-ident. He has been eminently successful; all denominations of christians appear to encourage and reward his exertions, and on one occasion he received \$200 from two Jews.—[U. S. Gazette.]

BUFFALO, MAY 22 .- A detachment of recruits, about 90 in number, under the command of Captain Barnum, arrived here at sunset last evening from Fort Ningara, having marched from sunrise 26 miles to Tonawanta, where they embarked on board of caour and a quarter from the time of his departure on Castle Garden.

Howard, Fort Dearborn, and Fort Brady, and left this macroing in the Sheldon Thompson.

of Boston, for having made a false return of votes at a recent election, was tried on Monday, and a verdict of not guilty was promptly rendered by the Jury.

THE NEW YORKER .- Mr. William T. Porter, the Editor of this new weekly, has, for reasons which must be satisfactory to those interested in it on his account, retired from the editorial conduct of that paper

[From the Boston Centinel of Friday.]

Public Sale of Wool at Boston.—The sale of Wool which took place yesterday, at Quincy Hall, brought together a very large company, consisting of manufacturers from this and the adjoining States, and most of the principal dealers, of other cities. The Catalogue contained over 100,000 lbs. of fleece Wool of very desirable qualities; 70,000 lbs. Nos. 1 and 2, pulled; 15,000 lbs. imported Saxony; 40,000 lbs. Spanish sheep's and lamb's; 500 bales Buenos Ayres and Montevedio; 200 bales washed and unwashed Smyrna; besides several smaller parcels of coarse Foreign Wool. Notwithstanding, the sale was fully attended, and the Wool advertised, was of the most desirable kinds; there was but little spirit manifested, and only a very small portion of the Wool was disposed of, prices considerably below the expectations of owners. We notice the following as the principal sales which were made, viz: 12,000lbs. fleeces, from 1.2 to 3.4 blood Merino, 43 a 45ct; 3,000 lbs 3-4, to full blood Merinos 53ct; 10,000 lbs selected full blood Merino and Saxony fleeces 69 1-2 ct; 3,400 lbs very good No. 2, pulled Lamb's at 41ct; ct; 3,400 lbs very good No. 2, pulled Lamb's at 41ct; 18,000 lbs No. 1, pulled, at 44 a 48ct; 2,500 lbs imported Saxony 80ct; 5,600 lbs do do 106 1.2ct; 4,500 do do 130ct; 15 bales Spanish Sheep's R. at 85 a 87ct; 5 bales do do R. R. inferior, 77 1.2ct; 5 bales Spanish Lamb's at 77ct; 20 do do at 80ct; 1 bale Saxony Lamb's 93ct; 10 bales unwashed Smyrna 18ct; 10 do do, very dirty 12ct; 10 bales washed Barbary Wool 26ct; 300 bales fair Buenos Ayres 9 a 11 1.2ct; 8 do do, very inferior, at 5 1.2ct; —10 bales Constantinople limed at 16ct; 27 bales Mohair 44 a 48ct. The low prices, in general, which were obtained, may be attributed mainly to the fact, were obtained, may be attributed mainly to the fact, that shearing is near at hand, at which it is expected there will be an unusually large clip.

Appointment by the President.
William Mills, of Maryland, to be Consular
Commercial Agent of the United States at Aux Cayes, St. Domingo, in the place of Joshua Webb, resigned.

Great Pedestrian feat.-Last week, Lieut. John Great Pedestrian jeat.—Last week, Lieut. Johnson, of the 66th Regt, British Army, undertook for a wager of £100, to walk from Fort George, U. C. to the Eagle Tavern, in this City, and return, a tetal distance of seventy-two miles, in eighteen hours; which feat was performed by him in seventeen hours, with apparent ease, including crossing the Niagara River from Waterloo to Black Rock. The day was ware housed sultant and the reads were much lively and the reads were much lively. very hot and sultry, and the roads were much broken up by the previous heavy rains .- [Buffalo Patriot of 21st.]

Emigrants .- The Rev. Mr. Plummer, from Virginia, in addressing the American Home Missionary Society at its anniversary last week, remarked in cidentally that during the last few years twenty thou-sand Swiss and Belgian emigrants had settled upon lands in Virginia and Maryland, which had been supposed to be worn and almost worthless, but which, under their cultivation had been made as productive as the good lands of the West. In consequence of this, lands had risen in value and industry had received a new impulser

CHEROKEE, (Geo.) MAY 4.—A Battle.—On Sunday, 27th April last, a battle was fought near Scudder's, in Forsyth county, between a party of Indians and a party of Whites, consisting of 30 on each side Their weapons of warfare consisted of fists, sticks There were no lives lost, but many a black eye and broken bone was the result of the con flict. Mr. Luke Robinson, from whom we obtained this intelligence, was present at the scene, and described it as being very terrific. We regret that Mr. Robinson was in such a great hurry, that we had not sufficient time to inquire into the particulars. The victory was claimed by the whites—and we presume the quarrel originated in a dispute about the gold mines of that place.-[C. Intel.]

Shipwreek.—We are indebted to Mr. Alden Spoo ner of Brooklyn for the following intelligence, which he received from the stage driver. The British ship turned and repeated that they could not agree. James Henry Cuming from Liverpool, came ashore at Patchoque, south side of Long Island, on Tuesday We understand the at 3 P. M. in a fog. She has 149 pessengers, and a street and six against.

The indictment against the Mayor and Aldermen || cargo of slate and salt. A boat coming ashore was upset and two ladies drowned; the remainder of the crew and passengers got safe ashore.-[D. Adv.]

Another Suicide .- We learn from the papers of Westmoreland County, that on the morning of the 13th, Gen. John H. Wise, in a fit of insanity, terminated his life by strangling himself with the aid of his suspenders, in a room in the jail of that county. He had been in a deranged state of mind for some time previous, from an unknown cause, and was confined in the jail, at his own particular request—hav-ing reflection, by times, sufficient to deprecate the commission, if at liberty, at some unguarded moment, of a rash act.—[Phila. Gaz.]

The death of one of the Swans, in the Fair Mount fore-bay, we learn, was caused by the bird's swallow-ing a darning needle. The body has been preserved, but it is more than probable that the male will pine itself to death, for the loss of its companion. It is very likely it swallowed the needle encased in an apple core, thrown to it by some heartless villain. [Philadelphia paper.]

The United States Gazette furnishes the following characteristic anecdote of a Sailor, who visited the Blind Fair, lately held in Boston:

The accomplished Mis O. was attracting all eyes to her table, when a sailor bore dewn towards her, with strong symptoms of becoming a purchaser of some of the rich articles before her. He drew from his pocket a ten dollar note, and after looking stead-fastly upon the lady, he laid the money on the table, and was about to withdraw—"Will you not take some article for your money," said Mrs. O. to him. The honest fellow turned again towards her, and looked—then with an expressive hitch, he sheered off, saying "no, I've had my money's worth."

Encounter with a Whale .- The Middletown Ga. zette furnishes the following case of remarkable presence of mind of the master of a whale ship, when in a situation of the most, imminent peril:

Captain Chester, of the whaling ship Ann Maria of this place, on her late voyage round the East Cape, met with the following adventure. One of his boats baving fastened to a whale, as is customary, a second boat, in which was Captain Chester, approached and drove a second dart into the monster. In his rage and agony, the whale rushed with great rapidity through the water, when the rope attached to the harpoon caught Captain C. round his leg, above the ancle, and drew him overboard. At this critical moment he seized a knife, sticking in the gunwhale of the boat, and thus armed, was drawn under water.— The rope soon made a turn round his body. In this situation, moving rapidly down, he first cut that part of the rope around his body, then cut the rope fastened to his leg. Being thus relieved, he rose to the top of the water and raised his hand, grasping the knife. Some distance from the boat he was discovered by the crew, who hastened to his rescue, and took him on board, almost exhausted. He was drawn down about thirty fathoms. The Captain is now well and preparing for another voyage, nothing daunted by his adventure.

[From the Albany Daily Advertiser.]
Mrs. Bradstreet's Suits.—At the United States

Circuit Court for the Northern District of New York, Judge Conkling presiding, now in session in this city, came on one of the suits of Mrs. Bradstreet for the recovery of lands in Utica and vicinity. The first and only suit yet tried, was against Broadhead.

The case commenced on Wednesday the 15th. Counsel for tenant, Samuel Beardsley and Ahra ham Van Vechten.

For the demandant, J. V. N. Yates, D. D. Barnard

and David B. Ogden.

After the counsel had finished their arguments, the cause was committed to the jury at about 3 o'clock on Tuesday afternoon, the 21st.

At the opening of the court at mine o'clock on Wednesday (yesterday) morning, the jury came in, and Charles R. Webster, as spokesman, said, the jury could not agree, and there was not the least probability they could, and asked that they should be discharged.

Whereupon Judge Conkling observed that it was in the discretion of the court to discharge the jury, yet that under the circumstances of this case, it was not proper to dismiss them unless the parties would consent.

The jury then again retired, and after an hour, re

The jury were then discharged.

We understand the jury were ten for Mrs. Brad-

VISITERS TO WEST POINT .- The Globe of yester. day furnishes the following enlarged list of gentlemen invited to attend the examination of the Cadets of the United States Military Academy, in June, 1833:

MASSACHUSETTS... James Russell, Esq.
Rev. J. Leland.
Rev. J. Leland.
Rev. J. Leland.
NEW YORK... Washington Irving, Esq.
Gen. Erastus Root.
Parlow York Same Parlow Root.
Parlow Rame Parl DELAWARE Geo. Read, Esq.

VIRGINIA Hon. W. S. Archer, Esq.

VIRGINIA Hon. J. S. Skinner, Esq.

VIRGINIA Hon. W. S. Archer, Major R. Pollard, Col. F. B. Povall.

DELAWARE James Rogers, Esq.

Geo. Read, Esq.

VIRGINIA L. Skinner, Esq.

VIRGINIA Hon. W. S. Archer, Major R. Pollard, Col. F. B. Povall.

SOUTH CAROLINA Hon. William Drayton, Hon. J. R. Poineett.

GEORGIA Hon. J. Forsyth.

KENTUCKY J. Haskin, Esq.

Dr. Jno. A. Tonillagen. . Rev. Dr. Cha's Coffin.
J. Haskin, Esc.
Dr. Jno. A. Tomilinson
Warden Pope, Esq.
-Thomas R. Ross, Esq.
John Norvell.
-Gen. J. R. Fenwick,
Col. James Bankhead. OHIO..... MICHIGAN U. S. ARMY.....

[From the Boston Centinel of 25th May.]
MR. BUCKINGHAM.—We regiet to learn, that Mr.
Edwin Buckingham, junior Editor of the Courier, died on the 18th inst. on board of the brig Mermaid, on her passage from Smyrna to this port, aged 24.— Mr. Buckingham was a young man of superior talents and intelligence, a ready writer, an accurate reporter, and for several years past, he has been advantageously known in this community, as co. Editor with his father, in conducting the Courier. His constitution has been feeble for about two years past, and, with a view of restoring his health, he embarked last Octo-ber for Smyrna. On his arrival out, however, it was found that no benefit had been derived by the voyage, or change of scene, and he soon determined to em-bark in the Mermaid, towards home. On the approach of the vessel, the half-mast flag was observed. the melaneholy signal of having lost an officer or passenger, and it proved to be in consequence of the death of Mr. Buckingham. His loss will be deeply lamented, not only in the immediate circle of his family, but by a large circle of personal friends and acquaintances, by whom he was known and appreciated. His funeral services were performed on the ocean, and his remains were committed to the fathomless deep.

NEW LONDON, MAY 22.—Shipwreck.—The ship Ruth and Mary, B. Chester, master, belonging to Williams & Barnes, which left this port on Saturday last on a whaling voyage, at 6 o'clock in the evening, struck on a rock at the south-west point of Block Island, where she still remains. The sails, rigging, anchors, and a part of the provisions and other out. fits, will be saved; but the ship will be wholly lost.

Musk in Cholera.— "Among others matters resorted to by the faculty to stay the progress of this terrible disease, one has been published of so singular a character, that we do not hesitate to extract the statement into our columns.—It is contained in a let-ter from Mr. Richard Laming, of No. 48 Finsbury Square, a district in which the ravages of the plague

have been very great. Mr. Laming says:—

*I have lately employed musk in several cases of Cholera with a success so uniform and decisive, as to make its introduction desirable, without loss of time, to the notice of the whole profession, &c.

The salutary influence of the first dose of musk will be found to become manifest by greatly mitigating, in a very few minutes, and in many cases, by effectually removing the cramps, the purging and the vomiting. My plan has been to give at once fifteen grains, rubbed into a draught with a lump Interes grains, rubbed into a draught with a lump of sugar and a wine glass full of cold water, and I am justified in reporting that this first step, if taken promptly, will scarcely ever fail to arrest the progress of the disease, and leave the patient to easy and ordinary convalescence, &c. So evident is the action of musk in cholera, that the practitioner will experience no difficulty in determining whether he need repeat its exhibition, or whether, having subdued the immediate cause of the disease. having subdued the immediate cause of the disease by the first dose, he should direct his attention to the removal of its consequences by the ordinary means.'
[New Monthly Magazine for 1833.]

Mrs. Royall says, "Waiting to get things fixed before getting married is like waiting till we are

Digitized by GOGIC

ready to die.

Widening of William Street .- After long and pawitening of witten Street.—After long and patient hearing, investigation and rehearing, the Commissioners on the widening of William street from Pine to Wall have brought their labor to a satisfactory close. A slice is to be cut from the Bank Coffee House and the Bank of New York, five feet wide on the state of the wide of New York, five feet wide on the state of the wide of Pine street and eight and a half feet on Wall. For this those two estates receive as follows:

Bank of New York, . . . \$35,139 30 Bank Coffee House, . . . 6,836 10 6,836 10

This sum is assessed upon the estates fronting on William street, from Ston to John, including the corners on the north side of John; those in Wall from the Phœnix Bank on one side, and Merchants' Bank on the other, to Hanover street. On the estates in Pine, from Nassau to Pearl, and upon the ten or twelve lots on each side of Cedar above and below William .- [Journal of Commerce.]

PHILADELPHIA, MAY 25 .- The Washington Globe of Wednesday informs us, that on Tuesday, the 21st, the Chevalier Ankerloo, Charge d'Affaires of his Majesty the King of Sweden and Norway, took leave of the President, and Mr. M'Lane, Acting Secretary of State, preparatory to his immediate return to Sweden, on a tempoary leave of absence from his Sovereign; and on the same occasion, he presented the Chevalier Lorich, Consul General of Sweden and Norway, as Chargé d'Affaires ad interim, in his place.

Robert B. Randolph, the assailant of the President, has, it is stated in the Philadelphia papers, sailed from that port for Liverpool.

The Richmond Enquirer states, without expressing any doubt, though not without just indignation at, a rumor that this individual had dined with a volunteer cavalry corps of Richmond, and been specially toast-

NASHVILLE, MAY 13.—Union Bank of the State of Tennessee.—We learn with pleasure, from an authentic source, that Gen. Gibbs, President of the Union Bank, has disposed of the State Bonds to that institution at 5 per cent. advance, reserving the interest for the first six months, making a net profit to the bank of \$37,500. He has also made an arrangement for an interest account with the Bank of Maryland, which will be highly favorable to the Union Bank, and will greatly facilitate the transaction of its busi-These arrangements will place the institution in funds to a large amount, and will doubtless ena-ble it to extend effectual and extensive relief to the community.—[Banner.]

THE GREAT FREE STATE OF THE WEST. [From the Scioto Gazette of May 15.]

The State of Ohio has, it appears, contracted a debt for canal purposes, nearly to the amount of five-millions of dollars. However, the credit of the State seems well able to maintain itself under the burthen of this debt. Ohio canal stock is twentynine per cent. above par., and it is stated by good authority, "that the commissioners of the canal fund have very recently disposed of 100,000 dollars of additional 6 per cent. stock, at the rate of 124 dollars cash for 100 dollars; making the whole amount received 124,000 dollars. And, as the gross amount of tolls received during the last year, when a good portion of the principal canal was not completed, exceeded 111,000 dollars—it may be predicted with safety, not only, that her credit will increase, but that, without requiring much longer the aid of taxes, the tolls will of themselves, besides paying the entire interest of the debt, begin the foundation of a sinking fund. Were it not for the interest to be paid on the canal debt, which in all probability will be on the canal dept, which in all propagately will be properly he shortered was, in fast by the neck, raised more than paid by the tolls, the taxes would be uncommonly light. The government of the State is as the first from the ground, gave him canal catching him fast by the neck, raised the properly he shortered was, in fast by the neck, raised cheap a one, in all its parts, as could be devised.—

The mid-a stick the work of his de Both houses of assembly include but 108 members. the back. Then with a stick, the work of his de-The highest salary in the State is only 1200 dollars, struction was completed. The Indian was careful Both houses of assembly include but 108 members. and there are very few even as much.

Since 1825 the taxes have been high, compared with what they were before that time; chiefly in consequence of the canal debt- They are now about nine mills on the dollar; but there is little doubt but that they will soon be reduced.

port themselves.

The total amount of interest due on the canal debt for the year 1832, is about **\$285,000**

8104,302

58.103

Stiles.

..

The nett amount received from tolls the same year, The proceeds of public lands granted by

Congress for canal purposes, for the same year.

\$162,405 Which, together, make

\$122,595 Leaving to be defrayed by taxes, This sum, taking the valuation of 1831 for the standard, amounts to nearly two mills upon the dollar on the taxable property of the State; which is about two ninths of the entire public burthen, soon to be removed.

[From the Ohio Atlas.]

What a change has taken place in the business on the Lake within a few years! Then, Walk-in-the-Water walked alone on the dancing waves of Erie. Now, see the list of beautiful boats, which find con stant employment between Buffalo and Detroit. Steamboat Enterprize,

Capt. Fox. Sheldon Thompson, Patterson. Wright. William Penn, .. " Pease, Superior, " Ohio, " Titus. Niagara, Henry Clay, Standard. Norton. Wilkins. 64 William Peacock, " Pennsylvania, " Fleeharty.

Uncle Sam.

New York, Miles The Enterprize, Peacock, Niagara, and Wm. Penn, constitute the evening line between Cleveland and Buffalo, leaving each port every evening at 9 o'clock. The other boats form the morning line between Buffalo and Detroit, stopping at Efie and the ports west. Cleveland will have two boats daily to and from Buffalo, and one to and from Detroit. Besides these, the George Washington, Capt. Walker, will be out in June. The Washington measures over 600 tons, in June. The Washington measures over 600 tons, is about 200 feet in length, and will be propelled by two low pressure engines of 80 horse power each. A new boat is on the stocks at Black Rock, not yet christened. The Michigan is a new boat expected christened. out in June, from Detroit. This is a large boat, and is intended to be second to none on the Lake for speed and convenience.

The Philadelphia Commercial Herald, referring to the brilliant Aurora Borealis recently seen in that

We remember, in 1827, that precisely such a stream of light appeared. We were on the Fox Ristream of fight appeared. We were on the FOX Ri-ver of Lake Michigan, and were ascending that river with a war party, composed of United States troops and Indians. The Indians numbered about one hunand Indians. dred. Immediately on the appearance of this light, (not the Aurora Borealis, for they were accustomed to that, but an emanation from it, such as we saw on Friday night last,) the Indians made a halt. They interpreted it into a sign of anger in the Great Spirit: and as indicating his disapprobation of the business they were going on. It was in vain that we repre-

light happened to be in the direction of our march, it would have been interpreted differently.

Fortunately one of the Indians espied a rattlesnake. The appearance of a rattlesnake, in an emergency of the sort, is considered an omen for good. They believed the snake to have been sent by their friends from the land of souls. After much pow.wowing over the reptile, and sprinkling a present of tobacco over his head, which was designed as a token of friendship, the Indian who had discovered him, and whose perty he therefore was, ran his finger and thumb to send back, by the snake, certain messages to his friends in the land of souls, and many thanks for their having sent him to them in their emergency.

The following is a statement from a late message the person of his discoverer. Its head was tied to a the colors very lively, though not varnished over, we of the Governor. It shows how much the taxes will lock of the Indian's hair, the rattles trailing upon the understand, for 20 years past.

*Tis a chance if we ever get ready in || be diminished when the canals shall be able to sup- || ground, a foot at least behind his feet who were this

badge of hope and of triumph.
The rattle snake had served only to diminish, not clear away their doubts. The Indians moved ahead with reluctance. It was of the utmost importance that all this superstition should be got rid of, somehow-as we knew not the moment when we should have use in fight for the services of all concerned.

It so happened that shortly after another Indian espied a bear in a trap. This broke the spell of their fears. Such luck was immediately resolved into a most encouraging circumstance, and as plainly demonstrating that their friends, from the land of souls, were in favor of their going ahead, and of the cause they had engaged in. The bear was talked to. He was told, over and over again, how grateful it was to meet him
—what troubles they were in—how kind their friends
were to send him. Then getting his rifle ready, the were to send him. Then getting his rifle ready, the Indian having first discovered him, said to the bear, "Bruen—it's not the Indian but the white man. The Indian loves Bruen. The white man makes him die. When you go back, Bruen, tell all this, and dou't forget to thank our friends for sending you." Then taking aim, he fired. The bear fell with a growl—and was soon skinned, cut up, boiled, and eaten.

We then went on without further difficulty, until

the object of our march was accomplished.

From the Boston Mercantile Advertiser. The Clarke House.—This ancient mansion which is now being razed to the ground, and the panellings of which were sold at auction this morning, is the same sometimes called the Frankland House, (Sir Henry F. having since been its owner) and is situate in Garden Court street, North square, next door to the large old building that was the residence of Gov. Hutchinson, and which has a curious old balcony over the front door. The Clarke House (minutely described by Cooper in his novel of Lionel Lincoln) was built more than a century ago, by Mr. William Clarke, a merchant of great wealth, who is intered on Copp's Hill.

The following inscription, says the Atlas, is still visible on his tombstone.

Here lies the Mortal Part of

WILLIAM CLARK, Esq.
An Eminent Merchant of this Town and An Honorable Counsellor for the Province Who Distinguished Himself, as A faithful and generous Trader;

Loyal to his Prince Yet always Zealous for the Loyal to his Frince ret always zealous for the Freedom of his Country; A Despiser of Sorry Persons and little Actions; An Enemy to Priesteraft and Enthusiasm Ready to relieve and help the Wretched. A Lover of good Men of Various De. nominations And a Reverent Worshiper of the DEITY

In the library of the old house is a closet lined with wood, and at the back of one of the shelves is a large bird, very well painted. The mantel piece in this room is beautifully carved, in imitation of flowers and fruit, and is in perfect preservation. Over the mantel-piece is a curious old picture, representing a boy and girl of a century ago. They are said to be two children named Ellis, who were on a visit to the Clarke family. The girl is seated on a bed or couch, and has a loose white night gown, ruffled round the neck. The boy is approaching to present her with a red apple, and is drest in a blue coat trimmed with gold lace, and a red silk scarf thrown over his shouldsented our views of this light.

They answered "It lies across our path, and we legs are covered with long silk stockings, and a sort of buskins laced up with gold cord; at his wrists cannot pass over it, it is above," meaning it was placed there by the Great Spirit. Had this stream of belonged to a family of the upper class, though it is said that a descendant of one of them has been a tenant of the alms-house within the two years past.

In the principal room of the Clarke House (the parlor on the right hand of the front door), the walls are wainscotted all over, and on every punnel is a painting in oil representing different landscapes, handsomely bordered, and decorated at the top with armorial bearings.

The floor of this room is tessellated, being composed, it is said, of fifty-two different sorts of wood, cut into small pieces: and arranged in various but regular figures, so as to resemble handsome patchwork. In the centre of the floor are the arms of the Clarke family, represented in the same manner by different pieces of wood. This was probably the different pieces of wood. most expensively fin shed room in Boston.

The panellings went this morning for \$49. 57 in all. The picture of the old house itself sold for \$3..25; a landscape for the same; view of the Tuille-The snake was soon skinned, and cut up into inch pieces—each warrior taking a bit for his medicine bag, whilst the snake's skin was made to ornament for \$6.50. The figures are remarkably perfect, and

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[FOR THE AMERICAN.] AN APOLOGY FOR A PORTRAIT

O had I the pencil of Titlan or Guido, How quickly my canvas those features should wear! But the colors, bright Bertha, in which I'd paint thee, do Fade away, like thy smiles, while I'm fixing them there.

Yet faiting to paint thee, I cannot but ponder How, were usine but one string from the lyre of Tom Moore, When he sings of the Houris through Heaven that wander, Or the Peris that dance by the coral-paved shore—

I would tell thee, that never did mortal set eyes on Charms bridiant as those to-night breathing in thee, Since shaming each star in the blushing horizon, The grace-girdled goddess rose fresh from the sea.

MARRIAGES.

MARRIAGES.

Tuesday evening, by Rev. Dr. Berrian, Mr. Lester West, (of the firm of West & Co.) to Miss Emeline, daughter of William Mertill, Esq. Also the same evening, by the Rev. Dr. Berrian, Mr. Ludum S. Chittenden, to Miss Harrier, daughter of William Mertill, Esq.

Tuesday evening, by the Rev. Smyth Pyre, of Middletown, Ct. Charles W. Ouden, to Amelia, youngest daughter of the late Nathaniel Shaler. Esq. of Middletown, Com.

On Thursday, the 32d inst., by the Rev. Mr. Taylor, William Company Post, of this city, to Hannah Maria, youngest daughter of thenry Traphagen, Esq of Pavonia, N. J.

On Sunday evening, 19th instant, by the Rev. Dr. Philips, H. Allen, M. D. of Loudon County, Virginia, to Miss Maria Kiere, of this city.

On Thursday evening last, by the Rev. Dr. Hawks, Mr. Gronne Gisson, of Philadelphia, to Maria Farquara, youngest daughter of Wim. H. Jephson. Esq.

On Tuesday evening, the 21st instant, in Brooklys, by the Rev. B. C. Cutler, Mr. Gronne Ler, to Miss Arabel, McClunky.

In Philadelphia, by the Right Rev. Bishop White, on Tuesday evening, 32th May, A. G. Jaudon, Esq. to Miss Lucy Ann, daughter of Commodore William Bainbridge, of that city.

At Richmond, Va., on the 22d May, by the Right Rev. Bishop Moore, John Biddle Charban, Esq. of Philadelphia, to Mary Gabriella Randler, adopted daughter of Dr. John Brockenbrough, of Virginia.

DEATHS.

Friday evening, May 24, Mrs. Rachel Dunlar, widow of the late James Dunlap.

Monday morning last, at 7 o'clock, Catharine, wife of Thomas Palmerton, aged 44 years.

On Tuesday norning, of pulmonary consumption, Frances Ann Cantield, in the 30th year of her age.

On Tuesday, 28th instant, after a lingering illness, William H. sould Thomas D. and Eliza Howe, aged 18 months

After a protracted illness, on Wednesday morning, 1 before 4 o'clock, Mr. Wh. H. M. Fanshaw, late of the Theological Seminary at Princeton, in the tranquil and triumphant exercise of faith in Christ.

At Abingdon, Va. on the 20th inst. after a lingering illness.

o'clock, Mr. W.R. H. M. FANSHAW, late of the Theological Seminary at Princeton, in the tranquil and triumplant exercise of faith in Christ.

At Abingdon, Va. on the 20th inst. after a lingering illness, William McKrr. (of the film of W. McKew & Co.) of this city. In Westminster, Ms. 6th inst. Mrs. Margaret Palbers, aged 91, reliet of the late Mr. Thomas Palmer of Newton, Ms.

On Tuesday, the 2d April, at the residence of her father-in law, Phomas Dunbar, of Blackrock, Elizareth, the wife of John S. Dunbar, and second daughter of the late William Handy, M. D., of New York. Scarcely eleven months have passed since her marriage in her native city, and her parting from her family and carly friends, to whom she had been ever the object of deserved admiration and love. It is not here that her obituary may be written, and her loss fully appreciated; but among those who witnessed the development of her rare intellectual endowments; her varied accomplishments, and the endearing centleness and kindness of her heart, they will not be found wanting in the now melancholy task of doing justice to the merits of her who never made an enemy, but bore her transcendent faculties so meekly that they were at all times felt and acknowledged without envy. The present feeble notice is all that it is expedient to address to those annongst whom her too brief residence, and her truly feminine and therefore retiring demeanour, had rendered her yet a stranger. Such, however, as it is, he who pens it is but too conscious of list truth, as well as too deeply affected by the sorrows of others, to feel able to enlarge it, except merely to add-that he must have been spared the pain, even of this tribute to surpassing worth, if the intense affections and care of the individual to whom she had intrusted all her happiness at this side of the grave, and the ardent petitions to heaven of many a heart besides, could have saved her.—[Cork (Ireland) paper.]

REPORT OF DEATHS—WEEK ENDING SATURDAY, MAY 25. Hetweek the ages of 90 and 100 - 0 | 50 and 60 - 4 | 10 and 20 - 3 80 and 90 - 1 | 40 and 50 - 5 | 5 and 10 - 3 70 and 80 - 4 | 30 and 40 - 14 | 2 and 5 - 4 60 and 70 - 4 | 20 and 30 - 14 | 1 and 2 - 7 ()f and under one year, 30. Total, 93-32 men, 13 women, 28 boys, 20 girls.

NOVELTY WORKS.

Near Dry Dock, New-York.

Near Dry Dock, Now-York.

25 THOMAS B. STILLMAN, Manufacturer of Steam Engines, Boilere, Raifrond and Mill Work, Latties, Flesses, and other Machinery. Also, Dr. Nott's Patent Tubular Boilers, which are warranted, for safety and economy, to be superior to any thing of the kind heretofore used. The follows assurance is given that work shall be done well, and on responsible terms. A share of public patronage is respectfully collected.

G. LANSING, Engraver on Wood, 35 WALL STREET. All kinds of Machinery correctly drawn, and near

ly engraved.

TO DIRECTORS OF RAILWAY COMPA NIES AND OTHER WORKS.

MIES AND OTHER WORKS.

MIES AND OTHER WORKS.

MIES AND OTHER WORKS.

MIES AND OTHER WORKS.

MIES AND OTHER WORKS.

MIES AND OTHER WORKS.

From his pactical knowledge of the various kinds of motive power, both of sationary and locomotive engines, also the construction of railway carriages of many descriptions, he has notine that he would prove of efficient service to any company tawing works now to provense.

Letters addressed to W. E. G. 35 Wall street, or to the care of Win. & F. Jacques, 90 South street, will be punctually attended to. Most satisfactory reference can be given.

MIII

RTTOWNSEND & DURFEE, of Palmyra, Manu facturers of Railroad Rope, having removed their establishment to Hudson, under the rame of Durfee & May, offer to supply Rope of any required length (without splice) for inclined planes of Railroas at the snottes notice, and delives how in any of the principal cities in the United States. As a the quality of Rope, the multic are referred to J. B. Jervis, Eng. M. &. H. R. R. Co., Albuny: or James Archibabl. Finguese Hudson and Delaware Cacal and Railroad Company, Carbondel-Luczune county, Pennsylvania.

Hudson, Columbia county, New-York, J. January 29, 1833.



INSTRUMENTS.

INSTRUMENTS.

SURVEYING AND NAUTICAL INSTRUMENT MANUPACTORY.

The Win & BEART LE, at the sign of the Quadrant, No. 53 South street, one door north of the Union Hotel, Baltimore, beg leave to inform their friends and the public, espensive Engineers, that they continue to manufacture to order and keep for said every description of host omentain the above tranches, which they can furnish at the shortest notice, and on air terms. Instruments repaired with care and promptingle For proof of the high estimation on which their Surveying instruments are held, they respect fully seg leave to tender to the public petual, the following certificates from gentiemen o tissinguished scientific situamients.

To zwan & Heartte—Agreeably to your request made sommonths since, I now offer you say opinion of the Instruments and Company. This opinion would have been given at a mich saffer period, but was intentionally delayed, in order to affort to affort to only affer period, but was intentionally delayed, in order to affort clonger time for the trial of the Instruments, so that I coult peak with the greater confidence of their meries, at such times should be found to possess.

It is with much pleasure I can now state that notwithstanding the instruments in the service procured from our northern ci dea are considered good, I have a depided preference for those manufactured for the whole number manufactured for the Construction, to wit five Levels, and five it to Compasses and beauty of execution, which reflect much cream at the ortists changed in their construction.

I can with confidence recommend them as being worthy the notice of Compasses and beauty of execution, which reflect much cream at the ortists changed in their construction.

I can with confidence recommend them as being worthy the notice of Compasses engaged in Lucinal Improvements, who may require Instruments of superior work manufacture, your Manufacture, particularly Spirit levels, and Pource of Compasses engaged in Lucinal Improvements.

I have examined with care several Engineers' instrumen I your Manufacture, particularly Spirit levels, and Survey of a Compasses; and take pleasure in expressing my opinion of the excellence of the workmanship. The parts of the level, pleased well proportioned to secure facility in use, and accumance.

ppeared well proportioned to secure racincy in use, and according and permanency in adjustments.

These institutionals seemed to be to possess all the modern inprovement of construction, of which so many have been made within these lew years; and I have no doub but they will give every satisfaction with n used in the field.

WILLIAM HOWARD, U. S. Civil Engineer.

WILLIAM HOWARD, U. S. Civil Engineer.

Behinnore, May 1st 1933.

To Messrs Ewin and Heartte—As you have asked meto give my ommon of the metr's of those instruments of your mannature which I have either used or examined, I cheer fully state has as far as my opportunities of my becoming administed with their menties have gone. Thave great reason to thank wellow he skill displayed in their construction. The neatness of their workmanship has been the sulject of frequent remark by myself, and of the accuracy of their perion ance I have received anistated y assurance from others, whose opinion I respect, and who have had them for a considerable time in use. The efforts you have made since your establishment in this city, to relieve us of the necessity of sending elsewhere for what we have want in our line, decrease the magnatified approbation as any want in our line, decrease the magnatified approbation as any want in our line, decrease the magnatified approbation as any want in our line, decrease the magnatified approbation as any want in our line, decrease in the magnatic approbation as a B. H.A.TROBE,

Civit Engineer in the service of the Ba'timore and Ohio Rail-

Civil Engineer in the service of the Ba'timore and Ohio Rail

Civil Engineer is the service of the baseline.

A number of other letters are in our possession and night be attractived, but are too lengthy. We should be happy to submitthem upon application, to any persons desirous of perusons as mass.

EF GRACIE, PRIME & CO., offer for sale, at 22 road street.

2 cases Gum Arabic

Broad street—

2 cases Gum Arabic
20 up. Danish Smalts, EFFF
10 do. Saxon do. do. Reduced Duty
100 bags Sattpere
2 do Gall Nurs; 20 tons Old Lead
100 do. Triest: Rags. FF
6 boxes each 50 lbs. Tartaric Acid
6 do. cach 23 ibs. do. do.
1 case 50 bottles Syrop de Vinagge
10 cases White Hermitage; 20 do. Cotie Rolle
10 do. Dry St. Persy; 50 do. Bortentx Grave
20 do Chaican Griffo; 5 carse each 12 bodies Olivee in Oil
8 bales Fine Velvet Bottle Cotks
100 do. Bourton Choves
30 do. Moheres Aimonds
143 bundles Liquorice Root
4 bales Goat skins
1 cask Ked Copper, 1 do. Yellow do.
DRY GOODS BY THE PACKAGE.
10 cases helt and dark ground Prints
40 do. 3-4 and 6-4 colored and black Merimos
15 do. 3-5 colored and black Circassians
2 do. Silk Bandannas, black and colored
4 do. Islian Lustin gs
3 do Wnite Satteens
4 do. White Quildings
10 do Borrie's Patert Thread, No. 22 and 25
10 do Super high colod Madras Hokta, ent. to debenture
100 pieces Fina English Sheetings, br city trate
2 cases Cantoon Cords
2 do. Super blue, black, and colored Cloths—selected expressly for Merchant Tailors
23 bales low priced poin Blankets.
PAPER—
1MPERIAL AND ROYAL—From the celebrated Saugerties

25 bales low priced poin Blankets.

PAPER—
IMPERIAL AND ROYAL—From the celebrated Saugerties
Mills, of the following sizes, all put up with 480 perfect sheets
to each ream—

812 2- 21×23, 24×36, 21×34, 23×36, 26×37, 20×41, 27×225,
21×23, 21×23, 21×26, 21×27, 20×24, Rc., Ac.
Also—All the old stock of Medium will be soid at very reduced pricec, to close soles, the Mill having discontinued making that description of passer.

King that description of paper.

ALSO,
Chinese Colored Paper—for Law le, Perfumery, Sc.
5 cases each 1600 sheets Colored Paper
2 do do do do superfine
2 do do do do superfine do do do do do do fig. do do do fig. do do do plain Gold do do plain Silver do do Gold do Gold do Gold do Gold do Gold do Gold do Gold do do Gold do do Gold do do Gold do do Gold do do Gold do do do with sed figures Gold do
Red do
White do do Guld de Silver co.

SURVEYORS' INSTRUMENTS.
3 Compasses of various sizes and of superior quality.

A Compasses of Action of the Compasses of Action of the Compasses of Action of the Compasses of Action of the Compasses of th

ENGINEERING AND SURVEYING

**STATE STRUMENTS.

**ST The subscriber manufactures all kinds of Instruments in his profession, warranted equal, if not superior, in principle a of construction and workmanship to any imported or manufactured in the United States; several of which are entirely news; among which are an Improved Compass, with a 1 e escope attached, by which antelse can be taken with or without the use of the needle, with perfect accuracy—also, a Raifroad Gomometer, with the Orleheoder es—and a Leveling Instrument, with a Gomometer attached, particularly in Spirid to Raifroad purposes.

M. J. Yo'UNG

Mathematical Instrument Maker, No. 9 Dock street, Philadelphia.

The following recommendations are respectfully submitted

to Engineers, Surveyors, and others into ested.

Baltimore, 1832.

Liveply to thy inquiries respecting the instruments inconfictured by they, tow in use on the Baltimore, 1832.

The reply to the row in use on the Baltimore and Ohio Railroad. I cheerfully farmed thee with the following intermation. The whole number of Levels now in possession of the department of construction of thy make is siven. The whole number of the "Improved Compass" is easily. These are all extinuive of the number in the service of the Engineer and Graliustion Department.

Both Levels and Compasset are in good repair. They have a fact needed but buth repairs, except from acc dents to which all instruments of the kind are liable.

I have found that thy patterns for the levels and compasses have been preferred by my oscitants generally, to any others in use, and the Improved Compasse is superior to any other decription of Goodoneter that we have yet tried in laying the raids on this Road. *

on this Road, *

This instrument, more recently improved with a teversing telescope, in place of the vane sights, leaves the engineer carrety any thing to desire in the formation or convenience of the Corposs. It is indeed the most completely adopted to later at angles of any simple and cheas mistiment that I have yet seen, and I cannot but believe it will be preferred to all others now in a c for laying of raths—and in fact, when known, I think it will be as highly appreciated for common surveying.

Respectionly thy friend,

JAMES P. STABLER, Superintendant of Construction of Battimore and Ohio Raticoast.

Philadelphia, February, 1833.

Philadelphia, February, 1833.

Having for the last two years made constant use of Mr. Young's "Patent Improved Compass," I can safely say I be leve it to be much superior to any other instrument of the kirst, now in u.c., and as such most cheerfully recommend it to Essgineers and Surveyors.

E. H. Gill., Civil Engineer.

F. H. OILL, Civil Engineer.

Germantown, February, 1833.

For a year past I have used instruments under by thir. W. J.

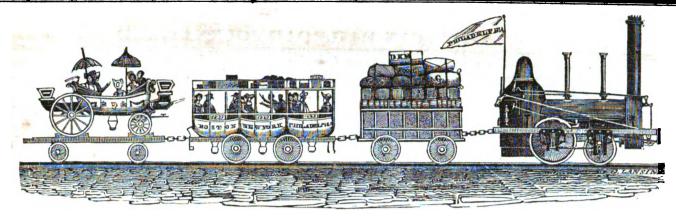
Young, of duitadelphia, in which he has combined the properties of a Theodolite with the common Level.

I consider these instruments admirably calculated for laying out Railroads, and can recommend them to the notice of Engineers as preferable to any others for that purpose.

HENRY R. CAMPBELL, Eng. Philad,

mily German and Nortist Railroad

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AMERICAN RAILROAD JOURNAL, AND ADVOCATE INTERNAL

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE

D. K. MINOR, EDITOR.]

SATURDAY, JUNE 8, 1833.

[VOLUME II.—No. 23.

CONTENTS :

Foreign Intelligence Summary

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, JUNE 8, 1833.

TO CORRESPONDENTS .- B. F. P. is informed that his "queries" will be attended to, when received, according to his wishes.

We are truly obliged to J. W. for his good opinion of the Journal, and trust that he will not only "occasionally," but regularly see it hereafter as a subscriber. We take no little credit to ourself for our disposition to gratify or oblige our correspondents, yet we cannot, indeed, find leisure to give J. W. a written description of the various plans invented to save friction in cars and locomotives when passing curves on Railroads—that he may be able to Co. New.York, \$115 51, for each \$100 of stock. ascertain whether others have made use of the same mode which he has invented. We think J. W. would do well to obtain the Railroad Journal from its commencement, as in it he will find descriptions of several already published, and also of new inventions as they came out, from which he will probably be able to determine as to the originality of his plan. We should be gratified to be informed of his plan, and especially so, if we were permitted to publish it, as our great object is to furnish the community with new and useful improvements. We should not, however, make it public, until permitted by the proprietor.

The terms of the Journal are \$3 per annum, or \$6 50 for the first volume, bound, and the current volume in sheets.

We are gratified to learn that the stock for the only remaining link, from Oxford, Pa. to the Maryland line, of a continuous railroad from those of Pennsylvania and Maryland, but no great Washington to New-York, has been taken; line of communication can be established through the it may be very, &c. Wi and that there is now a fair prospect of our southern tier of counties without its becoming an New-York, May 26th.

a communication, as will be seen by an article in this number of the Journal, copied from the Philadelphia Commercial Herald.

NORWICH AND WORCESTER RAILROAD.—The Books for the Norwich and Worcester Railroad were opened on the 29th ult. and the stock taken readily. It is the intention, we understand, of the company to commence the surveys at an early day.

RAILROAD STOCK .- Subscription books will be opened, as will be seen by advertisements of the commissioners in another column, for the Port Kent and Keesville Railroad Stock, on the 25, 26, and 27 days of June next, at Forsaith's Hotel in this place.—[Keesville Argus.]

SARATOGA RAILROAD.—The number of passengers who passed over the Saratoga and Schenectady Railroad during the month of May was 2153. This is from four to six times more travel than has ever occurred before in the month of May between Albany and this place.

[From the Albany Argus.]

CANAL LOANS.—The proposals which were opened on Saturday by the Commissioners of the Canal Fund, for the loan of \$100,000 of 5 per cent. stock for the Chenango canal, redeemable after 1845; and \$25,-738 for the Chemung Canal, redeemable in 1850, ex-

John Townsend and H. Barstow, Albany, \$113 for each \$100 of stock.

For the Chemung Loan—Prime, Ward, King & Co. New York, \$117 61 for each \$100 of stock. John Townsend and H. Barstow, Albany, \$115

50 for each \$100 of stock.

Both loans, amounting together to \$125,738, were given to Prime, Ward, King, & Co. of New-York. The aggregate premium on the two loans amounts to \$20,016. The premium paid upon this stock is greater, it is believed, than has ever before been paid on stock which had only 12 to 17 years to run. The loan made in 1830 for the construction of the Chemung Canal, amounting to \$150,000, redeemable also in 1850, and which runs 20 years, was taken at \$110 38 for \$100 of stock, except \$20,000, on which a premium of 11 per cent. was paid.

To the above may be added, the loan advertised for by the Ithaca and Owego Railroad Company, which we understand has been taken up by capitalists in this city. This road, the merits of which are not generally understood, is represented as being one third completed, and all under contract; and it is not only the connecting link between our waters and

enjoying the advantages and pleasures of such ||integral part of the chain. "The report just published," says an intelligent correspondent, "and which is to be had at Carvill's, and the principal bookstores, is an able and satisfactory document, that every one conversant with Railroads must appreciate highly. The stock has risen from 83 to 91, and deserves to stand higher, as the clear revenue of the road (see Report, p. 7) will be \$71,125, after deducting all expenses, upon a capital of \$300,000."

> On Saturday last, Elisha Tibbetts, Esq. of New York, was elected a Director of the Philadelphia and Trenton Railroad Company.

The Camden and Amboy Railroad Company are doing a heavy business. About seven hundred pas-sengers travel in their different lines daily, and the number is continually on the increase.

The Superior Court of Delaware has been some days occupied with a suit brought by Mr. John Randel, an Engineer, against the Chesapeake and Delaware Canal Co. for breaches of the articles of agreement, formerly made with him, to his damage, as he alleges, \$300,000.

The North Holland canal is 32 feet deep, 120 feet wide, and extends from the point of the Y. nearest Amsterdam as far as the Helder, a distance of 16 leagues. No steamboats are allowed to ply upon it; but when a ship of war or other large vessel has occasion to pass it, it is towed by horses, to the number perhaps of twenty on either side, and lest it should not be obedient to the helm, ropes are also attached to the ship's quarters, which are held by men on the towing paths, to keep the vessel steadily in the centre, where the water is deepest. The locks are fifty feet wide and 220 feet in length; they are four in number—two ascending and two descending.

The following communication should have appeared in our last.

To the Editor of the American Railroad Journal:

SIR,—I am rejoiced at the manner in which you have received the communication of "G. Jr." in your single-handed (mechanically speaking) Journal of the 25th inst. Partly myself no doubt, and partly your compositor, at fault, we have, between us, altered the meaning of some portions of that communication. Second co-umn, third line from top, for "house" read home. Same column, sixth line from bottom, read in addition to that line, sooner than by the canal. Third column, seventh line from top, for "finebriæ" read fimbriæ. Same column, for "whole moment of this great national, &c." read, whole amount. And a little further on, for "one or two more public spirited, &c." read, one or two more enterprizing, &c. And for "away with government patronage; it is very, &c." read, it may be very, &c. With respect, G. Jr.

[For the American Railroad Journal.]

LOWELL, May 24, 1833. MR. EDITOR,-In Mr. Bulkley's reply to my remarks on his Guard Rail, he asserts that my statements are at variance with Mr Sullivan's, that my statements are inconsistent, and that if we were to read each other's communications, which he quotes, we should discover that we were both wrong. I have read the passage alluded to, without discovering that there was the least error in my representations. I am not responsible for Mr. Sullivan's assertions but I have found none of that inconsistency of his statements with my own, which Mr. Bulkley thinks, or endeavors to make it appear there is. Mr. Bulkley, in the first part of his reply to me, said he would show that my statements are inconsistent with each other; this he has not done. I now call on him to redeem his pledge, by quoting the passages which are at variance, and this without omitting one or more words in a sentence, so as to pervert the sense, as he inadvertently did in attempting to make it appear that I said the wrought iron bars would be so closely bound that they could not slip in the cast iron, though I stated nothing like it. After asserting that, at low temperatures, malleable iron expands or contracts more by an equal change of temperature than cast iron, I wrote as follows: "If it be so at high temperatures, and the wrought iron bar be so constructed that it cannot slip in the cast iron. the wrought iron bar, when the rail is cool, will that by the cast iron shrinking the wrought iron would be pinched, nor did I say whether it was an easy matter to construct the wrought iron so that it would not slip in the cast iron. Mr. Bulkley attempts to make it appear that the wrought iron bar cannot be strained longitudinally, as I shewed it might be. To do this, pand or contract equally by equal changes of temperature, contrary to the well known fact. By assuming that the properties of iron are essentially different from what they are, he may make it appear that the Guard Rail is better than the rails in common use. Perhaps Mr. Bulkley has built his reasoning on the asser. tion of some person who was not acquainted with the subject; therefore, for Mr. Bulkley's information, I will quote a few passages from the best authors. Mr. Smeaton, the father of our profession, states the contraction of malleable iron by lowering the temperature from 212 to 32 degrees, to be .001258 of its length, as determined by his own experiments. General Roy states the contraction of cast iron for the same change of temperature, to be .0011094 of its length. Tredgold, in the second edition of his Treatise on Warming and Ventilating, states the contraction of cast iron by cooling from 212 to 32 degrees, to be .00111 of its length; and the contraction of mallcable iron for the same change of temperature, .001258. If Mr. Bulkley wants more evidence before he can be convinced of this fact, he can find it by consulting Cooper's edition of Tompson's Chemistry, vol. 1, pages 73 and 74; or, 'Tredgold's Treatise on Cast Iron; or the Edinburgh Encyclopædia, in the article Expansion, where the results of many experimenters are Mr. Bulkley further remarks that, "he [U. A. B.] seems to have overlooked the fact that a heated wrought iron rod may not only be rails were made of various sizes; some were better than to attempt to chill cast rails for a strained longitudinally, without nearly or quite made so light that they bent, which solved the common railroad, the brittleness of cast iron

tearing it asunder, but may be drawn to slender shreds in the form of wire without tearing it asunder." I do not know what reason Mr. Bulkley had to suppose that I had overlooked this fact; there was no need of my mentioning it; but I can tell him why it will not do to depend on iron possessing this property, in practice. The strain on the wrought iron bar, when in the condition above supposed, increases continually while it is cooling, till it becomes quite cold, in which state some iron will not bear stretching without cracking. practical method has yet been discovered by which it can be determined whether the bars will bear this straining or not. If a bar be subjected to a force to try its quality, this very force may so weaken it that another less force, when applied for a little while, will break it.

In my first communication on this subject, I endeavored to represent the truth fairly, without the least false coloring; but Mr. Bulkley says that my communication and Mr. Sullivan's are professedly both on the same side of the ques-tion. I hope I shall be excused for being on one side of the question, as I cannot see how that more than one side can by any fair means be made out.

Mr. Bulkley seems to think, that in my mentioning that rails had been formed by combining malleable and cast iron, before he invented it, that I referred exclusively to Mr. Hawks' invention. I did not refer exclusively to his invention; he is not the only person who invented it before Mr. Bulkley, nor is he the only person who patented it before Mr. Bulkley. Mr. B.'s cast and malleable iron rail is in some respects superior to some which have been tried, and in other respects inferior. I do not think his edition of the cast and malleable iron rail is doomed to a longer life than any former be strained longitudinally," &c. I did not hint edition of it; especially, as the chief arguments that by the cast iron shrinking the wrought which were at first urged in support of it are now known to every intelligent engineer to be groundless.

In my former communication on this subject, I stated that there was a great difference in the different varieties both of cast and malleable iron, in their tendency to oxydate. might suppose that rails may be made of that tudinally, as I shewed it might be. To do this, kind of cast iron which is not very liable to he supposes that cast and wrought iron ex- oxydate; but to this there seems to be an objection: the combination of carbon with iron is the chief, though not the only cause of the great varieties. The hardness of iron is at its maximum when it contains about 10 of its weight of carbon; in this state it is fit for very few purposes, and quite unfit for rails. it contains this, or a rather larger portion of carbon, it is not very liable to oxydate; as the portion of carbon is increased the iron becomes rougher and softer, and generally more liable to rust. Iron may, in some degree, be defended from rusting, by having in combination a small quantity of some other substance. It is now fully proved that malleable iron oxydating is no great objection to its use on railroads.

Mr. Bulkley stated that by the combination of metals in forming the Guard Rail, perhaps four-fold more of that description of strength necessary in the construction of safe and permanent rails, could be produced than from either kind of metal, if used separately, of equal weight. This I demonstrated to be impossible: yet Mr. Bulkley says he thinks it is possible. If he cannot understand the demonstration, he must blame the subject, not me, for it is ex-pressed as clearly and intelligibly as the nature of the subject will admit; or, at least, it is expressed so that every person versed in mechanics can understand it. He says, "wrought iron rails, as appears by publications in Eng. land, do so far yield to compression as to take a set curve when over-strained, even when placed on foundations only three feet apart." The explanation of this is as follows: When malleable iron was first used for rails, it was not known exactly how large the rails should be to bear the insistent loads; to ascertain this,

problem; so that it is now known what size they should be to support a load of a given weight, knowing the distance between the sup-ports. In some instances, heavier loads have been transported over the roads than the rails were designed to bear, which injured them.

In my former communication on this subject I quoted a passage from Wood's Treatise on Railroads, in proof that there is no exfoliation of the upper surface of malleable iron rails, produced by the carriage wheels. To which Mr. Bulkley says, "If U. A. B. will again refer to Wood's Treatise, he will find that Mr. Wood is not the author of the above stated remark." I knew it was a quotation from Stephenson, but it is sanctioned by Mr. Wood. The reasons of my preferring this passage were that the sentiments which I wished to convey were clearly expressed in it, and that it was an assertion of G. Stephenson, one of the most eminent engineers of the day, and vouched for by Mr. Wood, the most eminent writer on railroads that ever lived. Mr. Bulkley has not succeeded very well in trying to make it appear that the sentiments in the passage from Stephenson are in opposition to Wood's views. Mr. Wood, immediately after his quotation from Stephenson, says, "Practice seems to have established the fact since the above was written, that there is no waste or destruction from oxydation or exfoliation, and that the wear is less than in cast iron subjected to the same action." I have examined a malleable iron railroad which has been subjected to heavy loads, and been the longest in use of any in this country; there were very few specks where any exfoliation had taken place, and that where the rails were very defective when new.

Mr. Bulkley, in speaking of the liability of malleable iron to oxydation, refers to opinions which had been given before it had been used long enough on railroads, or sufficient observations made to determine its liability to decay, and which have since been renounced. Indeed, Mr. Bulkley can quote many passages from eminent ancient authors in proof that "Nature abhors a vacuum," and it would become him about as much as some of his quotations. Or, if he does not know that some of the principles which he advocates have been refuted, he must be behind the age, in this matter.

In my former communication on this subject I said, "Sufficient experiments and observations have not yet been made to determine exactly how much faster cast iron is worn away by the action of the wheels on the rails than wrought iron; but it seems that cast iron wears off about five times as fast as wrought iron." To which Mr. Bulkley re-"A man who would pen a sentence of the above description for public inspection, might excuse himself by saying he was unacquainted with the nature of metals." I have no occasion to plead ignorance on this point, as I have wrought malleable and cast iron with my own hands for years. I have made some experiments and observations on metals, and know a little of the experiments of others on this subject. The opinion which so much offended Mr. Bulkley, is supportant to the machine of the experiments of the subject. ed by the most intelligent engineers of the day. Mr. Wood, in his work above quoted, pages 177, 178, and 179, advances opinions which agree very exactly with mine on this subject. He says that sufficient experiments subject. have not been made on rails to ascertain the relative wear of the two kinds of iron, but he gives an account of experiments which show how much faster cast iron wears than malleable iron, when used for the rims of railroad ears, and states that the relative wear of these two kinds of metal, when used for rails, must be very near the same. The results of these experiments he gives as "making the wear at least as five to one in favor of wrought iron. Mr. Bulkley speaks of cast iron being made very hard by casting it on a chill. Every person who is acquainted with the subject knows

is its greatest defect as used for rails; and by ||says, "a straight line is not a curve"-I would ||dented by rust-both of which I will exhibit to casting it on a chill, provided the chill inits hardness, as some iron is not much hardened by this process, its brittleness is in-creased. If the chill be so formed as to touch the whole surface of the rail, the rail will be very brittle; if the chill touch only one side of the rail, the rail will be certain to crook in cooling, and very likely to crack.

URIAH A. BOYDEN.

[For the American Railroad Journal,] NEW-YORK, May, 1833.

Mr. Editor,-I perceive in your Journal of the 7th May, a third communication from Mr. Sullivan, on the subject of the "Guard Rail," in which, particularly in his last, he indulges in such abstruse remarks, and such unfair allusions, in relation to the subject, that I shall feel obliged for your indulgence in permitting in your columns a few remarks in reply.

His (from the nature of the case) uncalled for remarks, so much bordering on arrogancy, contained in the concluding paragraph of his communication, would preclude my making any reply, were it not for misstatements contained in other parts of his communication, which ought not to remain unexplained.

When adverting to that part of my explanation which alludes to the strength of the "Guard Rail" being by combination of the principle of the upper surface. It still combines the princisecuring an arch by abutments, he stated "that ple and strength of an arch, although it prean arc is a part of a circle," and added, "that sents to the eye "straight lines," and not the an arch is an arc sustained by abutments, in Mr. S. further says. "I (that is, himself,) architecture, and is strong only to resist pressure, and pressure (he states) is not tension, casion for running down, in order to enhance and a straight line is not a curve." And he further stated, that "if that gentleman, (meaning myself,) misrepresented the principle of his improvement, by calling it an arch, instead of course in the stated of course in th comparing it to an arch, it was (he adds) an error that does not affect the experimental the justness, or injustice, of the above quoted strength of his method."

the above statement, I will quote the express words originally stated by me, as contained in this country, been observed so far to decay as your Journal of April 6th, as follows, viz.: "The Guard Rail is constructed on an entirely the observation was not my own, but was denew principle, being by combination of two rived from a Director in a Railroad Company, kinds of metal, namely, wrought iron and cast iron, so applied that each rail combines within dividual who felt a sufficient interest in the subitself the principle of an arch, (that is, the principle by which an arch is sustained,) conseciple by which an arch is sustained,) consecutively was "a painful one to stockholders;" quently they can be made of any required for, instead of dividing the whole earnings as strength." And when alluding to cracks in the cast iron part of "Guard Rails," I stated that "the wrought iron rod, being rivetted at each end, secures the segments of cast iron, on the ferent situations in the construction of railroads, these conditions the Oxford Railroad perfectly same principle as an arch composed of segments is secured by its abutments."

I have never called it an arch; I well knew it was not in the form of an arch; I alluded, as above, solely to principle, and not to form: his object for thus misrepresenting, is best known to himself.

If the principle by which an arch for pressure is sustained were, in the computation of men, narrowed down to the limits which Mr. S. seems to consider it, it would be necessary to discover some new term or new principle by which to convey our ideas of resistance to pres-

Suppose, for example, a straight cog of any given length, say, for instance, ten feet long, its ends, only, resting on sleepers, and weights were applied upon its centre—although, as Mr. S. and are incrusted with and considerably in to which we have referred, at an expense which

ask upon what principle the straight cog sustains the weight so applied? and I will answer, that it is on no other principle than the principle of sustaining the arch. The fibres at the upper edge being, by the weight applied upon it, made subject to compression, and the fibres in the lower edge subject to tension, which, of course, is as the action of pressure upon an arch, and, consequently, is on the same principle; the union of fibres being connected, particle by particle, form internal fastenings, combining the sustaining principle, without exteriorly applied "abutments." And although a cog as described has no "curve," and does not present to the eye the appearance of an arch, yet those parts of it, only, which come within a limited circle, and within limited lines, produce effect in resisting pressure. If parts of such cog were carved out, so as to give it nearly the appearance of the capital letter D, thus A, t might be made to present the appearance of the arch, but would neither improve its strength or change the principle on which it resists pressure.

An are, or arch, of iron or stone, may be reared as for a bridge, presenting, of course, the appearance, principle, and strength of an arch; and for convenience in use, it may be filled in, upon the upper surface, so as to form a horizontal line; and may be filled in, in the curve below, so as to form a parallel line with

could not see the good policy, propriety, or oc-

I will submit to the readers of your Journal sentence, and quote the words I originally used when adverting to the rapid decay of timber Now, in order to show direct perversion in laid near the surface of the earth, namely: " Wood rails, containing iron plates, have, in to require renewing the fifth year after being laid down." And subsequently, I stated that And subsequently, I stated that and that I would name the company to any inject to further an inquiry as to causes of such rapid decay. In that instance, however, the disdividends, a portion was required to be re-in-vested in renewing the wooden rails, besides necessary delays in effecting it.

will last, time and experience will determine: and, with reference to wrought iron, there is no doubt but that it will last longer in continued well to the stockholders as to the public. use, than if suffered to remain exposed unused, and will probably last longer in dry than in damp situations; and as to cast iron, it seems to be entirely of a different nature, in reference to corrosion. I have before alluded to cast iron bars in this city, which were placed where they now lie, before the Revolution in this country

any person wishing an examination. facts are valuable, when estimating the importance of permanent materials. And as to the first cost of railroads, adverted to by Mr. S., it does not rest entirely on the cheapness of the rail itself; it greatly depends on the number of foundations, or sleepers. In most cases, wrought iron rails, and wooden rails, as now used, are supported by sleepers, say three feet apart, making 1760 double foundations to the mile; whereas the "Guard Rail" may be used with less than 600 to the mile; and when these "Guard Rails" shall be manufactured as cheap as they can be in this country, it is presumed, taking into consideration the saving in founda-tions, that such rails may be applied for twothirds, or three-fourths, of the capital now required for applying wrought iron or wooden quired for applying wrong in the rails. I am, respectfully, yours, &c.
R. Bulkley.

OXFORD RAILROAD.-We proceed to fulfil a promise made some days ago, says the Philadelphia Commercial Herald, to furnish a more particular account of this valuable improvement. 'Its name, derived from an obscure village in Chester county, does not convey an idea of its principal objects, or of the great advantages and facilities it holds out to the public. We must therefore state in the outset, that it is a main link in a complete chain of Railroad communication between Philadelphia and Baltimore-upon which, and which alone, all the winter travel and transportation between those Cities must pass, and the mails at the same sea-son be conveyed. Thus far it can have neither competitor nor rival, while it will fill up a void, heretofore the source of immense difficulty, vexation, and even hazard of life and property.

A cursory examination of a map of the country between Philadelphia and the Susquehanna will show that any railroad between these points over a most irregular and undulating country.

An examination of the country itself will exhibit still further and greater obstacles, which nature has interposed to the construction of such a Railroad. Obstacles sufficient to deter any private enterprize from the undertaking.-Hence it is that among all the Railroad projects in which the last six years have been so fruitful, we find but one embracing this object, and that one has been virtually abandoned from a conviction of its impracticability. One condition essential to the success of such a project is, that it must strike the Susquehanna above tide water, and where it may be crossed by a bridge, and yet not so high up as greatly to increase the distance between the cities.

It follows, that no project can be successful, unless the natural obstacles referred to be removed, and unless it contemplate crossing the conforms—and hence the certainty that it will be executed, and when made, be profitable as

Our readers are aware that the State of Pennsylvania has commenced, and will complete this year, a railroad from Broad street in Philadelphia to Columbia on the Susquehan-At a point on this Railroad, 45 miles west of Philadelphia, the Oxford Railroad begins, and pursues a direct course towards Port Deprobably so placed about sixty years since; the posit, on the Susquehanna, where a bridge is under surface of which is embedded in stone, already built across the river, which bridge can and are in an exposed situation, and do not appear any more affected by corrosion than if the boundary between Pennsylvania and Marythey had not been but a few days or weeks in land, the chartered privileges of the Company use; even the scragged corners, usual in castings, remain as they originally were. Whereas, dy incorporated by the State of Maryland, and I have in my possession bars of wrought iron, with its stock subscribed, takes up the line and

which, at the works of an iron founder in this carries it to Baltimore. city, were accidentally placed and suffered to remain in contact with earth about four months, Philadelphia, overcomes all the great obstacles. The 45 miles of the State Railroad west of facility it presents, and for the decrease of every thing which usually create expense. The line thing which usually create expense. The line is located all the way on a dividing ridge be-tween the waters of the Octorara and other streams running to the Chesapeake, so that not a single bridge or culvert is necessary.

From Port Deposit to Baltimore it is understood that a most favorable location has been obtained, presenting no difficulties of serious magnitude. The distance from Philadelphia to Baltimore, by the route thus indicated, is 118 miles, or somewhat less than the present route by steamboat and railroad; namely From Philadelphia by the State Rail-

road to the commencement of the Oxford Railroad. 451 miles Length of the Oxford Railroad, end-

ing at the State line, do. From the State line to Port Deposit, 10½ do. 41½ do. Port Deposit to Baltimore,

118 miles To complete such a communication only 723 miles of railroad are required to be made by the united enterprise of Pennsylvania and Maryland. Viewing it as a mere line between Philadelphia and Baltimore, and extending the amount of travel and business by what exists at present, no doubt could arise as to the value of the project, and its profit to the stockholders. How much will this value and profit be increased when other improvements, already begun, are completed, when (as will be the case within two or three years) a continued line of railroad shall have been formed from Boston to Washington City. It is hazarding little to assert that the travel to the seat of Government during the next session of Congress must increase seven-fold, whenever a safe conveyance is provided. At present no man visits Washington unless upon the most urgent business, or with so strong an appetite for its amusements as to overcome the apprehensions

justly entertained of a winter journey.

The capital of the Oxford Railroad Company is \$200,000, divided into shares of \$50 each, all of which, and more, were subscribed at the opening of the books last week. This capital is deemed sufficient to make the whole road, it have done their best, an immense work will rebeing, in the estimation of all who have examined it, the cheapest location in the country the profile of the line, as proposed by the engineer, is a favorable one, adm tting advantage. ous use of either locomotive or horse power.

Besides the advantages which the Oxford Railroad will possess as a link of a great chain of inland communication, it will command a local trade in itself sufficient to justify the whole expenditure. The region through which it passes manufactures iron and wool to a very considerable extent, besides transmitting a amount of agricultural produce to the Philadelphia market. That region, naturally fertile, has become in some degree exhausted for want of lime, which at present can only be procured by expensive carriage from the Chester Valley. The railroad is the contrivance to obviate that difficulty. Its north-eastern termination, the point where it joins the State Railroad, is in the nexh austible limestone for the Chest Valley. From the formation of the Great Valley. From that valley by the railroad, a quantity of limestone equal to the supply of 250 square miles of land, now suffering for the want of it, will annually be carried, and will yield a revenue equal to the interest of the whole cost of the road. The miraculous effect of this fertilizing agent we well know. In a year or two after its use, the produce sent to this market by the railroad will be vastly increased, and thus a double profit accrue from the limestone trade.

Our limits do not permit us to carry these views far into detail. We have only designed to suggest the points, leaving others to draw the conclusions which may legitimately arise. That the Oxford Railroad will prove a great convenience to the public at large, and a bless-

ed in its construction, seems to us to be estab lished beyond a question.

We would invite attention to the excellent address published below, of the Board of Managers of The New York Society for the Promotion of Knowledge and Industry. The objects of this association are proclaimed with sufficient clearness in the address, but we may be allowed to urge upon our readers the strong claims of this society upon every citizen who has at heart the well being of the community of which he is a member.

Address of the Board of Managers of the New-York Society for the Promotion of Knowledge and Industry.

FELLOW CITIZENS,-The formation of society which is intended to effect an important improvement in the condition of the communiand which must necessarily depend upon public opinion for its success, calls for a public explanation of its principles and objects; and of the means by which those objects are in-tended to be effected.

The increased and increasing extent of pau perism in our city, presents a subject for the most serious consideration. This is what we should reasonably expect from the overcrowd ed population, and amidst the decrepid political establishments of Europe; but it stands in unnatural contrast with our unequalled prosperi ty, and with the general health, vigor, and freshness of our political institutions. The question how far this evil results from our adop-tion, or too close imitation, of a foreign system of poor laws, presents a problem of which we shall not now attempt the solution, but upon which the future labors of this society, trust, will throw clear and sufficient light.

However this may be, it is certain that no public provision for the poor which has not especial reference to a removal of the causes of pauperism can fail to increase its amount, and it is equally certain that no such provision can embrace all the objects of private benevolence, or supercede its efforts. After the laws shall admitted, must be chiefly effected by moral means, and by measures that are preventive, rather than such as are remedial.

It is manifest that individual efforts are whol

incompetent to effect the object in view. The general design of the society, therefore is to improve the intellectual, moral, and physical condition of the poor. Its primary and specific objects will be to extend the advantages of education to the children of the indigent to discourage their employment in hawking, peddling, street-begging, and pilfering—to establish the necessary schools for the instruction of adults-to abolish indiscriminate alms-giving-to visit the poor at their habitationsgive them counsel—to aid them in obtaining employment-to inspire them with self-respect -to inculcate habits of economy, industry and temperance—and whenever it shall be ab solutely necessary, to provide through the aid of private individuals, and of the public authorities, relief for their necessities.

It is impossible to know where the care of personal acquaintance with all who are its appropriate objects. It is intended that this care shall assume the character of a paternal guar-dianship. It is designed to establish a general and friendly intercourse with the poor, which shall secure a thorough knowledge of their actual condition, and enable us to apply the best means for its improvement. It is by such an intercourse only, that we can assure them of

individual enterprise would not venture to incurrent in the country through which it is located, only by the knowledge which will result from and that it will furnish a safe, profitable, and such an intercourse, and which will embrace permanent investment for the capital employ. minister relief, when necessary, with sound discrimination, and without which it would be a curse rather than a blessing.

It is a distinguishing feature of this society that it is intended, not only to reach every family and every individual who may need its aid, but that instead of being limited to a particular description of necessities, it shall embrace the want of knowledge, of instruction, of advice, of employment, and of the necessaries of life. In short, it is intended that the poor shall look to the society for their advisers, their protectors and their benefactors, under all the trials to which they may be exposed.

The Board feel convinced that a narrower re striction of the labors of the society would greatly diminish their influence and usefulness

An important provision in the plan of the society, and of its constitution, is that by which it is declared that no person shall be relieved without the bounds of the district to which he belongs, nor without the knowledge of the visitors of that district. It will be perceived at once that if the society does not fail from the inadequacy of its numbers, that this will afford a more effective check than ever was devised by any contrivance of police or charity to streetbegging, with all its accompaniments of fraud, and its inhuman demoralization of children.

The constitution of the society also forbids, and this we regard as an object of primary importance, that any pecuniary aid shall be granted to persons of intemperate habits, except in cases of dangerous illness.

The limits which we have presented to ourselves on this occasion will not permit us to en-ter much into detail in regard to the objects already stated, or the means proposed for effecting them. It is proper, however, to refer to one or two particulars.

No essential and durable reform in society

can ever be anticipated, the foundations of which are not laid in a provision for the rising generation.

It is a well established fact that there are from ten to thirteen thousand children in our city within the proper ages for instruction, who do not attend school

A liberal provision has been made by the pub-lic authorities to remedy this evil, and the trustees of the Public School Society have devoted and are devoting their attention to this subject with the most praise-worthy zeal and fidelity. They have recently, with great care and labor, extended their plan of instruction, and adapted it to the increased means which have been placed in their hands. There is every reason to believe that this labor will receive an abundant recompense in an increased attendance upon the schools, as well as in the improve-ment of their means of instruction. But it is confidently believed, that the power of this society to discourage vagrancy in children, and the influence which it will bring to bear upon parents, will afford a more effectual remedy han can be otherwise provided to this most discouraging and alarming evil.

Another very important department for the labors of the society will be found in the estab lishment of schools for adults, to the extent and in the manner in which experience shall demonstrate their practicability and usefulness

The means proposed to effect all the desire such an association is most wanted, without a ble objects abovementioned are the following: It is intended that this society shall embrace all those enlightened and benevolent individu als who can appreciate these designs, and are willing to promote them. Each Ward of the city is to be under the supervision of its own officers, and to be divided into small districts. placed under the special care of suitable persons, appointed by the Ward Associations for that purpose, and that by this division of labor.

fore the public. An effort will shortly be made to ascertain what support it can hope to receive from an intelligent community.

The citizens of each Ward will soon be re

quested to become members of the society, (and its constitution is herewith submitted to them,) and to form themselves into Ward Associations.

If our labors shall be successful, they will probably result in a general reform of our system of providing for the poor—they can hardly fail in any event to produce an immense melio-

ration of their condition.

The foundations of the Society are laid in the broadest and most liberal principles, and an appeal is now most earnestly and confidently made for the countenance and support of men of every sect, of every party, and of those who belong to none.

By order of the Board,

GIDEON LEE, President, ISAAC PIERCE, Secretary.

BOARD OF MANAGERS.

First Ward—John Y. Cebra, David Clark son, Oliver Cobb, John J. Labah, J. J. Rosevelt,

Second Ward-Walter Bowne, William Van Wyck, Benjamin Demilt, Silas Brown, Saul

Third Ward—James Monroe, Ralph Olmsted, Robert Sedgwick, Thomas Herttell, William H. Aspinwall.

Fourth Ward—Chas. G. Ferris, Isaac Pierce, George S. Mann, Linus W. Stevens, Joseph N. Lord.

Fifth Ward—Anthony Lamb, David Banks, John R. Murray, George F. White, James Campbell.

Sixth Ward-John T. Irving, J. R. Rhine-lander, Daniel E. Tylee, Henry Durell, Shivers

Seventh Ward-James R. Whiting, Zebedee Ring, Perez Jones, Timothy Hedges, Samuel Akerly.

Eighth Ward-Hendrick Boorsem, James Lynch, Fred. A. Tallmadge, Francis D. Allen, Redwood Fisher.

Ninth Ward—Henry Meigs, James N. Wells, Robert Halliday, Charles Oakley, Silas M. Stil-

Tenth Ward—Stephen Allen, Peter S. Titus, Eliphalet Wheeler, M. M. Quackenboss, Morris De Camp.

Eleventh Ward—Samuel C. Ellis, Henry P. Robertson, Fyler Dibblee, Lewis Willcocks,

Twelfth Ward—Charles H. Hall, Peter Cooper, George B. Thorp, David Cargill, Isaac L. Varian.

Thirteenth Ward-James Palmer, Jacob Westervelt, E. D. Comstock, Isaac D. Merrit, Nathan Roberts.

Fourteenth Ward—Joseph Curtis, Charles Dusenbury, Philip W. Engs, Austen Baldwin, John L. Moffitt.

Fifteenth Ward-James B. Murray, Samuel Cowdrey, Samuel Ward, Jun., Benjamin Birdsall, Abraham Mason.

CONSTITUTION.

PREAMBLE. Wz, whose names are hereunto annexed, believing that the well-being of society depends upon industry intelligence and virtue; that ignorance and idleness are the principal sources of pauperism and crime; and that these evils may be greatly diminished by the benevolent and well-directed efforts of an extensive association of our citizens, do hereby form ourselves into a Society, to be called THE NEW YORK SOCIETY FOR THE PROMOTION OF KNOWLEDGE AND IN-DUSTRY, and do make and ordain the following

CONSTITUTION. Article 1. The objects of this Society shall be, 1st. The diffusion and extension of useful know

ledge and common education.

2d. The encouragement of industry, and the elevation of the moral condition of the indigent; and so, but only so far as may be compatible with these objects, the relief of their necessities.

Article 11. No religious or political discussions

five individuals chosen from each Ward, and to be elected annually by the Ward Associations.

The general plan of the Society is now be-preference shall be given by its members, as such,

Accelerated Movement upon Canals.—On on account of religious or political distinctions.

Article III. The management of the affairs of this Society shall be vested in a Board of Managers, who may make any regulations or by-laws concern. ing the same, not inconsistent with this constitution Nine members shall constitute a quorum for the

transaction of business.

Article rv.—Szc. 1 The members of this Society shall meet in their respective wards, on the last Wednesday of May, in each year, to choose delegates —five to be chosen from each ward; and which delegates, when chosen, shall constitute the Board of Managers of the Society.

Sec. 2. The Board of Managers shall choose their own officers, and the President of the Board shall be

President of the Society.

Article v.-Sec. 1. The members of the Society belonging to the different wards, shall constitute Ward Associations of the Society.

SEC. 2. The Ward Associations shall meet as often as they may think necessary, and at such other times as may be recommended by the Board of Managers SEC. 3. The Ward Associations shall, severally,

choose annually a President and two Vice Presidents,

a Secretary and Treasurer.
Szc. 4. It shall be the duty of the Secretaries to

espective wards to be completely districted, and shall assign to each district some one or more indi-viduals, who shall be called the Ward Visiters of the

Society.

Szc. 7. The Ward Visitors of each district shall make a record of the names of all such persons as may be directed by the Board of Managers.

SEC. 8. Copies of the Records kept as aforesaid, or of such parts thereof as the Board of Managers may direct, shall be furnished by the Ward Visiters to the Ward Associations, and by the Ward Associations to the Board of Managers, as shall be required by them.

SEC. 9. It shall be the duty of the Ward Visiters to aid in procuring relief for the sick from the Public Dispensary, or otherwise—to procure to be sent to school, as far as practicable, such children as do not attend school, and may be received there—and also to get into the free schools for adults, whenever such schools shall be provided, such persons as ought to be taught thereto encourage industry, by procuring employment for those unemployed—to inculcate as far as possible, a sense of moral duty and a feel

SEC. 10. No person belonging to any district shall receive any relief without the bounds thereof, nor without the knowledge of the visiters of that district

SEC. 11. No person of intemperate habits shall receive any pecuniary relief through the medium of the Society, except in cases of dangerous illness.

-Every person who shall subscribe this constitution, and pay one dollar or more into the treasury, annually, shall be a member of this Societhereof.

-The Mayor, and members of the

Ward Associations.

CANALS.—The annexed account of an interesting experiment, with reference to accelerating the movement of boats on canals, will be found worthy the attention of those who take a direct interest in the concerns of In canals, as used Internal Improvement. in this country, speed may perhaps be of less consequence than regularity in transmission Albion.

Accelerated Movement upon Canals .- On Saturday afternoon a trial was made upon the Paddington Canal, of the new canal-boat. composed of five members from each Ward, who shall have the control of the funds of the Society; and hout the control of the funds of the Society; and hout built in a different form, and constant the state of the trial was to show that a shall have the control of the funds of the Society; and boat built in a different form, and constructed of other materials than the ordinary canalboat, might, by using superior horses, be drawn along the water at the rate of ten miles or more in an hour, instead of two miles an hour, the pace of the boats now in use. The day was remarkably fine. The portion of the canal more particularly appropriated to the experiment was from the third to the seventh mile from Paddington. The boat was constructed of sheet-iron, rivetted hot. It was 70 feet long, by 51 feet wide, and painted green and white. The boat was provided with an awning made of white twilled cotton cloth, which had been rendered semi-transparent with oil. The awning was so set up that the top was extended over light wooden arches, which rested upon a thin upright frame of rod iron; and the sides, keep minutes of all the proceedings.

SEC. 5. The Treasurers of the Ward Associations at pleasure upon paralleled rods placed at shall pay the moneys in their hands monthly, (after the upper and lower ends of the curtains. in the form of curtains, were made to slide at pleasure upon paralleled rods placed at making provision for their necessary expenses,) to the treasurer of the Board of Managers.

SEC. 6. The Ward Associations shall cause their about a yard in length, and it was moved by a tiller made of about two yards of stout rod Two steady hunting horses, each mounted by a lad, and the two harnessed to a towing rope of about 150 feet in length, constituted the moving power. The number of persons on board the boat was 48, including the crew, the gentlemen making the experiment, some of the principal members of the Grand Junction Company, and the visiters, amongst whom were Mr. Telford, Mr. Babbage, Captain Basil Hall, Mr. Hellyer, and Mr. Gill; a lady also made one of the party on this interesting occasion. Certain distances were measured on the canal bank, and marks set up at the ends of them. At each of these places also, a man was stationed with a guaged rod in his hand, which he so held, as that, upon the boat's passing, he might instantly read off the height of the wave as lar as possess, a caused by the man and to obtain from individuals and the public authorities, such necessary relief as may be furnished, without encouraging idleness or vice. They shall keep and render to the Ward Associations, accounts of all moneys and donations received and distributed by them, and shall pay over, when required by said Associations, any balances in their hands.

Caused by the caused on the shore, and the party had embarked, the boat was put in motion. The speed from one station to another, taken by seconds' watches, showed, for some time, a progress at the rate of thirteen miles an hour. The horses, however, soon began to tire, and the speed fell to eleven, and ultimately, in returning for the third time, to ten and a quarter miles in the hour.

The experiment, as far as it goes was at-nded with complete success. The motion tended with complete success. is the easiest imaginable. The boat glides along the water so smoothly and noiselessly, ty; and every person who shall pay ten dollars, or that its progress is all but imperceptible to upwards, at any one payment, shall be a life member those on board whose attention is not extended to external objects. A relay of horses Common Council, shall be ex-officio members of the will be required at the end of every four or Board of Managers.

The banks of the canal will have Article vin.—No alteration shall be made in this to be edged for nine or ten inches above the constitution, except concurred in by two thirds of the ordinary level of the water with hard materials, and the towing-path to be slightly sloped outwards. Improvements, no doubt, will also be made to facilitate the passing of locks, and in the mode of attaching the horses to the boat, so that the animals may exert their power upon the boat disembarrassed of the awkwardness of the direction in which, under the present form of towing, they are made to put forth their strength.-[London Babbage on the Economy of Manufactures. [Continued from page 345.]

OF THE IDENTITY OF THE WORK WHEN IT IS OF THE SAME KIND, AND ITS ACCURACY WHEN OF

56. Nothing is more remarkable, and yet less unexpected, than the perfect identity of things manufactured by the same tool. If the top of a circular box is to be made to fit over the lower part, it may be done in the lathe by gradually advancing the tool of the sliding-rest; the proper degree of tightness between the box and its lid being found by trial. After this adjustment, if a thousand boxes are made, no additional care is required; the tool is always carried up to the stop, and each box will be equally adapted to every lid. The same identity pervades all the arts of printing; the impressions from the same block, or the same copperplate, have a similarity which no labor could produce by hand. The minutest traces are transferred to all the impressions, and no omission can arise from the inattention or unskilfulness of the operator. The steel punch, with which the card-wadding for a fowling-piece is cut, if it once perform its office with accuracy, constantly reproduces the same exact circle.

57. The accuracy with which machinery ex

ecutes its work is, perhaps, one of its most important advantages; it may, however, be contended, that a considerable portion of this advantage may be resolved into saving of time, for it generally happens, that any improvement in tools increases the quantity of work done in a given time. Without tools, that is, by the mere efforts of the human hand, there are, undoubtedly, multitudes of things which it would be impossible to make. Add to the human hand the rudest cutting instrument, and its powers are enlarged; the fabrication of many things then becomes easy, and that of others possible with great labor. Add the saw to the knife or the hatchet, and other works become possible, and a new course of difficult operatons is brought into view, whilst many of the former are rendered easy. This observation is applicable even to the most perfect tools or machines. It would be possible for a very skilstances, to form a cylinder out of a piece of steel; but the time which this would require would be so considerable, and the number of failures would probably be so great, that for all practical purposes such a mode of producing a steel cylinder might be said to be impossible. The same process, by the aid of the lathe and the sliding-rest, is the every-day employment of hundreds of workmen.

58. Of all the operations of mechanical art, that of turning is the most perfect. If two surfaces are worked against each other, whatever may have been their figure at the commence-ment, there exists a tendency in them both to become portions of spheres. Either of them may become convex, and the other concave, with various degrees of curvature. A plane surface is the line of separation between convexity and concavity, and is most difficult to hit; and it is more easy to make a good circle than to produce a straight line. A similar difficulty takes place in figuring specula for telescopes; the parabola is the surface which separates the hyperbolic from the elliptic figure, and is the most difficult to form. If a spindle, not cylindrical at its end, is pressed into a hole not circular, and if the spindle be kept constantly turning, there is a tendency in these two bodies so situated to become conical, or to have circular sections. If a triangular pointed piece of iron be worked cound in a circular hole, the edges will gradually wear, and it will become conical. These facts, if they do not explain, at least illustrate the principles on which the excellence of work formed in the lathe depends.

OF COPYING.

59. The two last sources of excellence in the work produced by machinery depend on a prin-ciple which pervades a very large portion of all manufactures, and is one upon which the cheap-

Almost unlimited pains are, in some instances, bestowed on the original, from which a series of copies is to be produced; and the larger the number of these copies, the more care and pains can the manufacturer afford to lavish upon the original. It may thus happen, that the instrument or tool actually producing the work shall cost five or even ten thousand times the price of each individual specimen of its power.

As the system of copying is of so much importance, and of such extensive use in the arts, number of those processes in which it is employed. The following enumeration is not offered as a complete list; and the explanations are restricted to the shortest possible detail which is consistent with a due regard to making the subject intelligible. Operations of copying are effected under the following circumstances:

By printing from cavitles. By printing from surface By casting. By moulding.

By stamping.
By punching.
With elongation.
With altered dimensions.

OF PRINTING PROM CAVITIES.

60. The art of printing, in all its numerous departments, is essentially an art of copying. Under its two great divisions, printing from hollow lines, as in copper-plate, and printing from surface, as in block printing, are comprised numerous arts.

61. Copper-plate Printing .- In this instance the copies are made by transferring to paper, by means of pressure, a thick ink, from the hollows and lines out in the copper. An artist will sometimes exhaust the labor of one or two years upon engraving a plate, which will not, in some cases, furnish above five hundred copies in a state of perfection.

62. Engraving on Steel.—This is an art in most respects similar to engraving on copper, except that the number of copies is far less limited. A bank note engraved as a copper-plate will not give above three thousand impressions without a sensible deterioration. Two impressions of a bank note engraved on steel were examined by one of our most eminent artists,* who found it difficult to pronounce with any confidence which was the earliest impression. One of these was a proof from amongst the first thou-

sand, the other was taken after between seventy and eighty thousand had been printed off.
63. Music Printing.—Music is usually printed from pewter-plates, on which the characters have been impressed by steel punches. The metal being much softer than copper is liable to scratches, which detain a small portion of the ink. This is the reason of the dirty appearance of printed music. A new process has recently been invented by Mr. Cowper, by which this inconvenience will be avoided. The improved method, which gives sharpness to the characters, is still an art of copying; but it is effected by surface-printing, nearly in the same manner as calico-printing, from blocks, to be described hereafter, (70.) The method of printing music from pewter-plates, although by far the most frequently made use of, is not the only one employed, for music is occasionally printed from stone. Sometimes also it is printed with moveable type; and occasionally the musical characters are printed on the pa-per, and the lines printed afterwards. Specimens of both these latter modes of music printing may be seen in the splendid collection of impressions from the types of the press of Bodoni at Parma: but notwithstanding the great care bestowed on the execution of that work, the perpetual interruption of continuity in the lines, arising from the use of moveable type, when the characters and lines are printed at the same time, is apparent.

64. Calico-Printing from Cylinders.-Many of the patterns on printed calicoes are copies by printing from copper cylinders about four or five inches in diameter, on which the desired pattern has been previously engraved. One portion of the cylinders is exposed to the

" The late Mr. Lowry.

||ness of the articles produced seems greatly to ||ink, whilst an elastic scraper of stuffed leather, depend. The principle alluded to is that of by being pressed forcibly against another part copying, taken in its most extensive sense, removes all superfluous ink from the surface previously to its reaching the cloth. A piece of calico twenty-eight yards in length rolls through this press, and is printed in four or five minutes.

65. Printing from perforated Sheets of Metal. or Stencilling.—Very thin brass is sometimes perforated in the form of letters, usually those of a name; this is placed on any substance which it is required to mark, and a brush dipped in paint is passed over the brass. parts which are cut away admit the paint, and thus a copy of the name appears on the sub-stance below. This method, which affords rather a coarse copy, is sometimes used for paper with which rooms are covered, and more espe-cially for the borders. If a portion is required to match an old pattern, this is, perhaps, the

most economical way of producing it.

66. The beautiful red cotton handkerchiefs dyed at Glasgow have their pattern given to them by a process similar to this, except that, instead of printing from a pattern, the reverse operation—that of discharging a part of the color from a cloth already dyed—is performed. A number of handkerchiefs are pressed with very great force between two plates of metal, which are similarly perforated with round or lozenge-shaped holes, according to the intend-ed pattern. The upper plate of metal is sured pattern. The upper plate of metal is sur-rounded by a rim, and a fluid which has the property of discharging the red dye is poured upon that plate. This liquid passes through the holes in the metal, and also through the calico; but, owing to the great pressure opposite all the parts of the plates not cut away, it does not spread itself beyond the pattern. After this the handkerchiefs are washed, and the pattern of each is a copy of the perforated metal plate used in the process.

OF PRINTING PROM SURFACE.

This second department, of printing from surface, is of more frequent application in the arts than that which has just been considered.

67. Printing from wooden Blocks.— A block of box wood is in this instance the substance out of which the pattern is formed: the design being sketched upon it, the workman cuts away with sharp tools every part except the lines to be represented in the impression. This is exbe represented in the impression. actly the reverse of the process of engraving on copper, in which every line to be represented is cut away. The ink, instead of filling the cavities cut in the wood, is spread upon the surface which remains, and is thence transferred to the paper.

68. Printing from moveable Types.—This is the most important in its influence, of all the arts of copying. It possesses a singular peculiarity in the immense subdivision of the parts that form the pattern. After that pattern has furnished thousands of copies, the same individual elements may be arranged again and again in other forms, and thus supply multitudes of originals, from each of which thousands of

their copied impressions may flow.
69. Printing from Stereotype.—This mode of producing copies is very similar to the pre-ceding; but as the original pattern is incapable of change, it is only applied to cases where an extraordinary number of copies are demand. ed, or where the work consists of figures, and it is of great importance to insure accuracy. Alterations may be made in it from time to time; and thus mathematical tables may, by the gradual extirpation of error, at last become perfect. This mode of producing copies pos-sesses, in common with that by moveable types, the advantage of being capable of use in conjunction with wood cuts, a union frequently of considerable importance, and which is not so readily accomplished with engravings on cop-

70. Calico-Printing from Blocks .- This is a mode of copying, by surface-printing, from the ends of small pieces of copper wire, of various forms, fixed into a block of wood. They are all of one uniform height, about the eighth part



of an inch above the surface of the wood, and sary to place one copy of the newspaper on a Patterns of wood or metal made from drawings are arranged by the maker into any required pattern. If the block be placed upon a piece of fine woollen cloth, on which ink of any color has been uniformly spread, the projecting copper wires receive a portion, which they give up when applied to the calico to be printed. By the former method of printing on calico, only one color could be used; but by this plan, after the flower of a rose, for example, has been printed with one set of blocks, the leaves may be printed of another color by a different set.

71. Printing Oil-Cloth.—After the canvass, which forms the basis of oil-cloth, has been covered with paint of one uniform tint, the re-mainder of the processes which it passes through is a series of copyings by surface-printing, from patterns formed upon wooden blocks very similar to those employed by the calico printer. Each color requires a distinct set of blocks, and thus those oil-cloths with the greatest variety of colors are most expensive.

There are several other varieties of printing

which we shall briefly notice as arts of copying; which, although not strictly surface-printing, yet are more allied to it than to that from

copper plates.

72. Letter Copying.—In one of the modes o performing this process, a sheet of very thin paper is damped, and placed upon the writing to be copied. The two papers are then passed through a rolling press, and a portion of the ink from one paper is transferred to the other. The writing is of course reversed by this process; but the paper to which it is transferred being thin, it is visible on the other side, in an uninverted position. Another common mode of copying letters is by placing a sheet of paper, covered on both sides with a substance prepared from lamp-black, between a sheet of thin paper and the paper on which the letter to be despatched is to be written. If the upper or thin sheet be written upon with any hard point-ed substance, the words written with this style will be impressed from the black paper upon both those adjoining it. The translucency of the upper sheet, which is retained by the writer, is in this instance necessary to render legible the writing which is on the back of the paper. Both these arts are very limited in their had penetrated through the paper, and renderextent, two or three being the utmost number of repetitions they allow.

73. Printing on China.—This is an art of copying which is carried to a very great extent. As the surfaces to which the impression is to be conveyed are often curved, and sometimes even fluted, the ink, or paint, is first transferded from the copper to some flexible substance, ple. The block which gives the impression is such as paper, or an elastic compound of glue

more readily adheres.

74. Lithographic Printing .- This is another mode of producing copies in almost unlimited number. The original which supplies the co pies is a drawing made on a stone of a slightly porous nature; the ink employed for tracing it is made of such greasy materials that when water is poured over the stone it shall not we the lines of the drawing. When a roller cover-ed with printing-ink, which is of an oily nature, is passed over the stone previously wetted, the water prevents this ink from adhering to the uncovered portions; whilst the ink used in the the block, and which will give it up most comdrawing is of such a nature that the printingink adheres to it. In this state, if a sheet of paper be placed upon the stone, and then passed under a press, the printing-ink will be trans-ferred to the paper, leaving the ink used in the drawing still adhering to the stone.

75. There is one application of lithographic printing which does not appear to have receivin a fluid state into a mould which retains them ed sufficient attention, and perhaps farther exumil they become solid, is essentially an art of periments are necessary to bring it to perfection. It is the reprinting of works which have just arrived from other countries. A few years ago one of the Paris newspapers was reprinted at Brussels as soon as it arrived, by means of lithography. Whilst the ink is yet fresh this may easily be accomplished: it is only necessalithographic reprint of one pare of a table, which separate pieces and then re-united, is that in which the copy is cast. This process gives

the supply of works for the use of distant countries possessing the same language: for a single copy of the work might be printed off with transfer ink, which is better adapted to this purpose; and thus an English work, for example, might be published in America from stone, whilst the original, printed from moveable types, made its appearance on the same day in England.

It is much to be wished that such a method were applicable to the reprinting of fac-similes of old and scarce books. This, however, would require the sacrifice of two copies, since a leaf must be destroyed for each page. Such a method of reproducing a small impression of an old work is peculiarly applicable to mathematical tables, the setting up of which in type is always expensive, and liable to error; but how long ink will retain its power of being trans. chiseled the figures intended to be produced. ferred to stone from paper on which it has been printed, must be determined by experiment. The destruction of the greasy or oily portion of the ink in the character of old books seems to stituent only of the ink were removed by time, made to discover some substance having a ted from all the coarser particles, and mixed strong affinity for the carbon of the ink which with water so as to have the consistency of remains on the paper, and very little for the

paper itself.* 76. Register Printing.—It is sometimes thought necessary to print from a wooden block, or stereotype plate, the same pattern reversed upon the opposite side of the paper. The effect of this, which is technically called Register Printing, is to make it appear as if the ink ed the pattern visible on the other side. If the subject chosen contains many fine lines, it seems at first sight extremely difficult to effect so exact a super-position of the two patterns, on opposite sides of the same piece of paper, that it shall be impossible to detect the slightest always accurately brought down to the same and treacle. It is almost immediately convey-ed from this to the unbaked biscuit, to which it ed by a piece of thin leather stretched over it; the block is now inked, and being brought down to its place, gives an impression of the pattern to the leather; it is then turned back; and being inked a second time, the paper intended to be printed is placed upon the leather, when the which will take as much ink as it ought from

77. The art of casting, by pouring substances in a fluid state into a mould which retains them copying; the thing produced resembling enidity, renders it admirably adapted to this obtirely, as to shape, the pattern from which it
ject, and adhesion, even to an original of plaswas formed.

78. Of Casting Iron and other Metals.

lithographic stone; and by means of great pres- are the originals from which the moulds for sure applied to it in a rolling press, a sufficient casting are made: so that, in fact, the casting quantity of the printing-ink will be transferred itself is a copy of the mould, and the mould is to the stone. By similar means, the other side a copy of the pattern. In castings of iron and of the newspaper may be copied on another stone, and these stones will then furnish image afterwards to be worked, even for the finer pressions in the usual way. If printing from machines, the exact resemblance amongst the stone could be reduced to the same price per things produced, which takes place in many of thousand as that from moveable types, this protes arts to which we have alluded, is not effectcess might be adopted with great advantage for ed in the first instance, nor is this necessary. As the metals shrink in cooling, the pattern is made larger than the intended copy; and in ex-tricating it from the sand in which it is moulded, some little difference will occur in the size of the cavity which it leaves. In smaller works. where accuracy is more requisite, and where few or no after operations are to be performed, a mould of metal is employed which has been formed with considerable care. Thus, in casting bullets, which ought to be perfectly spherical and smooth, an iron instrument is used in which a cavity has been cut and carefully ground: and in order to obviate the contraction in cooling, a jet is left which may supply the deficiency of metal arising from that cause, and which is afterwards cut off. The leaden toys for children are cast in brass moulds, which open, and in which have been graved or

79. A very beautiful mode of representing small branches of the most delicate vegetable productions in bronze has been employed by Mr. Chantrey. A small strip of a fir-tree, a present the greatest impediment: if one con- branch of holly, a curled leaf of broccoli, or any other vegetable production, is suspended by it might perhaps be hoped that chemical means one end in a small cylinder of paper which is would ultimately be discovered for restoring it: placed for support within a similarly formed but if this be unsuccessful, an attempt might be tin case: the finest river silt, carefully separacream, is poured into the paper cylinder small portions at a time, carefully shaking the plant a little after each addition, in order that its leaves may be covered, and that no bubbles of air may be left. The plant and its mould are now allowed to dry, and the yielding nature of the paper allows the loamy coating to shrink from the outside. When this is dry it is surrounded by a coarser substance; and, finally, we have the twig with all its leaves imbedded in a perfect mould. This mould is carefully drie, and then gradually heated to a red heat. At the ends of "me of the ""es cr shoots, wires have been left to afford air-holes by their removal, and in this state of strong ignition a stream of air is directed into the hole formed by the end of the branch. The consequence is, that the wood and leaves which had been turned into charcoal by the fire, are now converted into carbonic acid by the current of air; and after some time the whole of the solid matter of which the plant consisted is completely removed, leaving a hollow mould, bearing on its interior all the minutest traces of its late vegetable occupant. When this process is block again descending, the upper surface of completed, the mould, being still kept at nearly the paper is printed from the block, and its un- a red heat, receives the fluid metal, which, by der surface takes up the impression from the its weight, either drives the very small quanti-leather. It is evident that the perfection of ty of air, which at that high temperature rethis mode of printing depends in a great mea-sure on finding some soft substance like leather, presses it into the pores of the very porous presses it into the pores of the very porous substance of which the mould is formed.

80. Casting in Plaster.—This is a mode of pletely to paper. Impressions thus obtained copying applied to a variety of purposes: to are usually fainter on the lower side; and in produce accurate representations of the human order in some measure to remedy this defect, form—of statues—or of rare fossils—to which rather more ink is put on the block at the first latter purpose it has lately been applied with than at the second impression.

OF COPYING BY CASTING.

The second impression is the second impression.

OF COPYING BY CASTING.

The second impression is the second impression is to make the mould; and plaster is the second impression. substance which is almost always employed for the purpose. The property which it possesses of remaining for a short time in a state of fluter, is effectually prevented by oiling the surface on which it is poured. The mould formed round the subject which is copied, removed in nice are thus enabled to admire the sculptured mould are repaid by the ma titude it produces. figures of Egina, preserved in the gallery at Munich; as well as the marbles of the Parthenon, the pride of our own Museum. Casts in plaster of the Elgin marbles adorn many of the academies of the Continent, and the liberal employment of such presents affords us an inex-

pensive and permanent source of popularity.

81. Casting in Wax.—This mode of copying, aided by proper coloring, offers the most successful imitations of many objects of natural history, and gives an air of reality to them which might deceive even the most instructed. Numerous figures of remarkable persons, having the face and hands formed in wax, have been exhibited at various times; and the resemblances have in some instances been most striking. But whoever would see the art of copying in wax carried to the highest perfection, should examine the beautiful collection of fruit at the house of the Horticultural Society; the model of the magnificent flower of the new genus Rafflesia; the waxen models of the internal parts of the human body, which adorn the anatomical gallery of the Jardin des Plantes at Paris, and the Museum at Florence-⊸or the collection of morbid anatomy, at the University of Bologna. The art of imitation by wax does not usually afford the multitude of copies which flow from many similar operations. This number is checked by the subsequent stages of the process, which, ceasing to have the character of copying by a tool or pattern, become consequently more expensive. In each individual production, form alone is given by casting; the coloring must be the work of the pencil, guided by the skill of the artist.

OF COPYING BY MOULDING.

82. This method of producing multitudes of individuals having an exact resemblance in ex-ternal shape, is adopted very widely in the arts. The substances employed are, either naturally or by artificial preparation, in a soft or plastic state; they are then compressed by mechanical force, sometimes assisted by heat, into a mould of the required form.

83. Of Bricks and Tiles .--An oblong box of wood fitting upon a bottom fixed to the brickmaker's bench, is the mould from which every brick is formed. A portion of the plastic mix-ture of which the bricks consist is made ready by less skilful hands; the workman first sprin-kles a little sand into the mould, and then throws the clay into it with some force, at the same time rapidly working it with his fingers, so as to make it completely close up to the corners. He next scrapes off, with a wetted stick, the superfluous clay, and shakes the new-formed brick dexterously out of its mould upon a piece of board, on which it is removed by another thousand bricks; but a fair average day's work is from five to six thousand. Tiles of various kinds and forms are made of finer materials, but by the same system of moulding. Amongst the ruins of the city of Gour, the ancient capital of Bengal, are found bricks having projecting ornaments in high relief: these appear to have been formed in a mould, and subsequently glazed with a colored glaze. In Germany, also, brickwork has been executed with various The cornice of the church of St. ornaments. The cornice of the church of St. Stefano, at Berlin, is made of large blocks of brick moulded into the form required by the architect.

84. Of Embossed China.—Many of the forms given to those beautiful specimens of earthen-ware, which constitute the equipage of our breakfast and our dinner tables, are not capa-ble of being executed in the lathe of the potter.

additional utility and value to the finest works they are formed, into a hard mould. The care it is enclosed in the mould. Some of the moulds of art. The students of the Academy at Veland skill bestowed on the preparation of that have figures, or names, sunk in the inside. In many of the works of the china manufactory, one part only of the article is moulded—the upper surface of the plate, for example—whilst the under side is figured by the lathe. In some instances the handle, or only a few ornaments, are moulded, and the body of the work is turned

85. Glass Seals.—The process of engraving upon gems is one requiring considerable time and skill. The seals thus produced can, therefore, never become common. Imitations, how-ever, have been made of various degrees of re-The color which is given to glass semblance. is, perhaps, the most successful part of the imitation. A small cylindrical rod of colored glass is heated in the flame of a blow-pipe, until the extremity becomes soft. The operator then pinches it between the ends of a pair of nipers, which are formed of brass, and on one side of which has been carved in relief the device intended for the seal. When care has been taken in heating the glass properly, and when the mould has been well finished, the seals thus produced are not bad imitations. By this sys-tem of copying they are so multiplied, that at Birmingham the more ordinary kinds are to be purchased at three-pence a dozen.

86. Square Glass Bottles.—The round forms which are usually given to vessels of glass are readily produced by the expansion of the air with which they are blown. It is, however, necessary in many cases to make bottles of a square form, and each capable of holding exactly the same quantity of fluid. It is also frequently desirable to have imprinted on them the name of the maker of the medicine or other liquid they are destined to contain. A mould of iron, or of copper, is provided, of the intended size, on the inside of which are engraved the names required. This mould, which is used in a hot state, opens into two parts, to allow the inser-tion of the round unfinished bottle, which is placed in it in a very soft state, before it is re-moved from the end of the iron tube with which it was blown. The mould is now closed, and by blowing strongly into the bottle the glass is

forced against its sides.

87. Wooden Snuff-Boxes.—Snuff-boxes ornamented with devices, in imitation of carved work or of rose engine-turning, are sold at a price which proves that they are only imitations. The wood, or horn, out of which they are formed, is softened by long boiling in water, and whilst in this state it is forced in moulds of iron, or steel, on which are cut the requisite patterns, where it remains exposed to great

pressure until it is dry. 88. Horn Knife-Handles and Umbrella-Hancurved, it may be straightened; or if straight, it may be bent into any form which ornament or utility may require; and by the use of the mould these forms may be multiplied in endless variety. The commoner sorts of knives, the variety. The commoner sorts of knives, the crooked handles for umbrellas, and a multitude of other articles to which horn is applied, attest the cheapness which the art of copying gives to the things formed of this material.

89. Moulding Tortoise-Shell.—The same principle is applied to things formed out of the

shell of the turtle, or the land tortoise. From the greatly superior price of the raw material, this principle of copying is, however, more rarely employed upon it; and the few carvings which

are demanded are usually performed by hand.
90. Tobacco Pipe-Making.—This simple are is almost entirely one of copying. The moulds The embossed ornaments on the edges of the plates, their polygonal shape, the fluted surface of many of the vases, would all be difficult and costly of execution by the hand; but they become easy and uniform in all their parts when made by pressing the soft material, out of which liby thrusting a long wire through the clay whilst life in monds. In monds the not copying. In monds left of great difficulty. In the first is the persection of great difficulty of every impression with every of the formed of the stem; the first is the persection of great difficulty and identify of every impression with every of the first is the persection of great difficulty and identify of every impression with every of the first is the persection of great difficulty and identify of every impression with every of the first is the persection of great difficulty and identify of every impression with every of the first is the persection of great difficulty of every induction of the first is the persection of great di

This gives a corresponding figure in relief upon the finished pipe.

91. Embossing upon Calico.—Calicoes of one color, but embossed all over with various raised patterns, although not much worn in this country, are in great demand in several foreign markets. This appearance is produced by passing them through a pair of rollers, on one of which is figured in intaglio the pattern to be transferred to the calico. The substance of the cloth is pressed very forcibly into the cavities thus formed, and preserves its figured appearance after considerable use.

92. Embossing upon Leather.—This art of copying from patterns previously engraved on steel rollers is, in most respects, similar to the preceding. The leather is forced into the cavities, and that part which is not opposite to any cavity is powerfully condensed between

the rollers.

93. Swaging.—This is an art of copying practised by the smith. In order to fashion his ron and steel into the form demanded by his customers, he has small blocks of steel into which are sunk cavities of various shape these are called *swages*, and are generally in pairs. Thus, if he wants a round bolt, terminating in a cylindrical head of larger diameter, and having one or more projecting rims, he uses a corresponding swaging-tool; and having heated the end of his iron rod, and thickened it by a process which is technically called up-setting, he places its head upon one of the parts of the swage; and while an assistant holds the other part on the top of the hot iron, he strikes it several times with his hammer, occasionally turning the head one quarter round. The heated and softened iron is thus forced by the blows to assume the form of the mould into which it is impressed.

94. Engraving by Pressure .--This is one of the most beautiful instances of the art of copying, carried to an almost unlimited extent; and the delicacy with which it can be executed, and the precision with which the finest traces of the graving tool can be transferred from steel to copper, or even from hard steel to soft steel, is most unexpected. We are indebted to Mr. Perkins for most of the contrivances which have brought this art at once almost to perfec-tion. An engraving is first made upon soft steel, which is hardened by a peculiar process, without in the least injuring its delicacy. A cylinder of soft steel, pressed with great force against the hardened steel engraving, is now made to roll slowly backward and forward over it, thus receiving the design, but in relief. This is in its turn hardened without injury; and if dles.—The property which horn possesses of it be slowly rolled to and fro with strong presbecoming soft by the action of water and heat, sure on successive plates of copper, it will imworkman to the place appointed for drying it.

A very skilful moulder has, occasionally, in a linto moulds, and becomes embossed with figliamile of the original steel engraving from thousand bricks; but a fair average day's work is from five to six thousand. Tiles of various this is from five to six thousand. Tiles of various the objects to which it is to be applied. If the objects to which it is to be applied. If the objects to which it is to be applied. If the objects to which it is to be applied. But even this is very far short of the limits to which this process may be extended. The hardened steel-roller, bearing the design upon it in relief, may be employed to make a few of its first impres sions upon plates of soft steel, and these being hardened become the representatives of the or ginal engraving, and may in their turn be made the parents of other rollers, each generating copper-plates like their prototype. The possicopper-plates like their prototype. The possible extent to which fac-similes of one original engraving may thus be multiplied almost confounds the imagination, and appears to be for all practical purposes unlimited. There are two principles which peculiarly fit this art for rendering the forgery of bank notes (to prevent which it was proposed by Mr. Perkins) a mat-ter of great difficulty. The first is the perfect identity of every impression with every other,

ments; and as only one original of each design ||spheres, or polyhedrons, are also formed by ||nately; and the single piece, which forms one is necessary, the expense, even of the most elaborate engraving, will be trifling, compared

with the multitude of copies produced from it. 95. It must, however, be admitted that the principle of copying itself furnishes an expedient for imitating any engraving or printed pat-tern, however complicated; and that it presents a difficulty which none of the schemes devised for the prevention of forgery appear to have yet effectually met. In attempting to imitate the most perfect bank note, the first process would be to place it with the printed side downwards, upon a stone or other substance, on which, by passing it through a rolling press, it might be firmly fixed. The next object would be to discover some solvent which should dissolve the paper, but neither affect the printing-ink nor injure the stone or substance on which it is impressed. Water does not seem to do this effectually, and perhaps weak alkaline or acid solutions would be tried. If, however, this could be fully accomplished, and if the stone or other substance used had those properties which enable us to print from it, then imumerable fac-similes of the note might be made, and the imitation would be complete. Porcelain biscuit, which has recently been used with a black lead pencil for memorandum books, seems, in some measure, adapted for such trials, since its porosity may be diminished to any extent its porosity may be diminished to any extent the small pieces cut out which are the objects by diminishing the dilution of the glazing apolitic to it.

103. Punching Iron Plate for Boilers.—The plied to it.

96. Gold and Silver Moulding .- Many of the mouldings used by jewellers consist of thin slips of metal, which have received their form by passing between steel rollers, on which the pattern is embossed or engraved; thus taking

pattern is embossed or engraved; thus taking a succession of copies of the devices intended.

97. Ornamental Papers.—Sheets of paper colored or covered with gold or silver leaf, and embossed with various patterns, are used for covering books, and for many orn mental purposes. The figures upon these are produced poses. The figures upon these are produced by the same process, that of passing the sheets of paper between engraved roders.

OF COPYING BY STAMPING

This mode of copying is extensively employed in the arts. It is generally executed by means of large presses worked with a screw and heavy fly-wheel. The materials on which the copies are impressed are most frequently metals, and the process is scenetimes executed when they are hot, and in one case when the metal is in a state between solidity and fluidity.

98. Coins and Medals.—The whole of the

coins which circulate as money are produced by this mode of copying. The screw-presses are either worked by manual labor, by water, or by steam power. The mint which was sent a few steam power. The mint which was sent a few years since to Calcutta was cal ble of coining 200,000 pieces a day. Medals, which usually have their figures in higher relief than coins, are produced by similar means; but a single blow is rarely sufficient to bring them to perfection, and the compression of the metal which arises from the first blow renders it too hard to receive many subsequent blows without injury to the die. It is, therefore, after being struck, removed to a furnace, in which it is carefully heated red-hot and annealed, after which opera tion it is again placed between the dies; and receives additional blows. For large medals, and those on which the figures are very prominent, these processes must be repeated many times. One of the largest medals hitherto struck underwent them nearly a hundred times before it was completed.

99. Ornaments for Military Accountrements, and Furniture.—These are usually made of brass, and are stamped up out of solid or sheet brass by placing it between dies, and allowing a heavy weight to drop upon the upper die from a height of from five to fifteen feet.

100. Buttons and Nail Heads.—Buttons em-

exists a range of temperature previous to the melting point, of several of the alloys of lead, tin, and antimony, in which the compound is neither solid, nor yet fluid. In this kind of pastry state it is placed in a box under a die, which descends upon it with considerable force. The blow drives the metal into the finest lines of the die, and the coldness of the latter immediately solidifies the whole mass. A quantity of the half melted metal is driven about by the blow in all directions, and is retained by the sides of the box in which the process is carried on. The work thus produced is admirable for its sharpness, but has not the finished form of a piece just leaving the coining-press; the sides are ragged, and it must be trimmed, and its thickness equalized in the lathe.

OF COPYING BY PUNCHING.

102. This mode of copying consists in driving either by a blow or by pressure, a steel punch through the substance to be cut. In seme cases the object is to make repeated copies of the same aperture, and the substance separated from the plate is rejected; in other cases it is

steel punch used for this purpose is from three. eighths to three-quarters of an inch in diameter, and drives out from a plate of iron a circular disk from one-fourth to five-eighths of an inch thick

104. Punching Tinned Iron.—The ornamen tal patterns of open work, which decorate the tinned and japanned wares in general use, are rarely punched by the workman who makes them. In London, the art of punching out these patterns in screw-presses is carried on as a separate trade; and large quantities of sheet tin are perforated for cullenders, wine-strainers, borders of waiters, and other similar purposes. The perfection and regularity to which the art has been carried are remarkable. Sheets of copper, too, are punched with small holes about the hundredth of an inch in diameter, in such multitudes that more of the sheet of metal is removed than remains behind; and plates of tin have been perforated with above three thousand holes in each square inch.

105. The inlaid plates of brass and resewood, called *buhl work*, which ornament our furniture, are formed by punching; but in this instance, both the parts out out and those which remain are in many cases employed. In the remaining

illustrations of the art of copying by punching, the part used is that which is punched out.

106. Cards for Guns.—The substitution of a circular disk of thin card instead of paper, for retaining in its place the charge of a fowling-piece, is attended with considerable advantage. limited number of cards, each exactly fitting the bore of the barrel. The small steel tool or six inches in diameter and all limited numbers of cards, each exactly fitting the manner of wire. A cylinder of lead, of five the bore of the barrel. The small steel tool or six inches in diameter and all limited numbers and all limited numbers and all limited numbers and all limited numbers are six inches in diameter cles similar to its cutting end, each of which precisely fills the barrel for which it was designed.

107. Ornaments of Gilt Paper.—The golden

stars, leaves, and other devices, sold in shops from one end to the other of the *triblet*, and is for the purpose of ornamenting articles made of the proper thickness in proportion to the size of paper and paste-board, and other fancy works, are cut by punches of various forms,

necting the main-spring and fusee in watches good stable dung is much used, and is prefer-and clocks is composed of small pieces of sheet red to the manure made by beasts, as the latter steel. It is of great importance that each of encourages ants on strong ground. Woollen

these means.

101. Of a Process for Copying, called in of them, has each end placed between the ends of the adjacent double pieces, with which it is France Clichee.—This curious method of copying by stamping is applied to medals, and in some cases to forming stereotype plates. There the rivets placed at unequal distances, the chain would not be attaight and would consequent. would not be straight, and would, consequently, be unfit for its purpose.

COPYING WITH ELONGATION.

109. In this species of copying there exists but little resemblance between the copy and the original. It is the cross section of the thing produced, which is similar to the tool through which it passes. When the substances to be operated upon are hard, they frequently pass in succession thro' several holes, and it is in some

cases necessary to anneal them at intervals.

110. Wire drawing.—The metal to be converted into wire is made of a cylindrical form, and drawn forcibly through circular holes in plates of steel: at each passage it becomes smaller; and when finished, its section at any point is a precise copy of the last hole through which it passed. Upon the larger kinds of wire, fine lines may frequently be traced, running longitudinally; these arise from a slight imperfection in the holes of the draw-plates. For many purposes of the arts, wire, the section of which is square or half round, is required: the same method of making it is pursued, except that the holes through which it is drawn are in such cases themselves square, or half round, or of whatever other form the wire is required to be. A species of wire is made, the section of which resembles a star with from six to twelve rays; this is called pinion wire, and is used by the clock-makers. They file away all the rays from a short piece, except from about half an inch near one end: this becomes a pinion for a clock; and the leaves or teeth, having passed through the draw-plate, are al-ready burnished and finished.

111. Tube drawing.—The art of forming tubes of uniform diameter is nearly similar in its mode of execution to wire drawing. the sheet-brass has been bent round and soldered so as to form a hollow cylinder, if the outside diameter is that which is required to be uniform, it is drawn through a succession of holes as in wire drawing. If the inside diameter is to be uniform, a succession of steel evlinders, called triblets, are drawn through the brass tube. In making tubes for telescopes, it is necessary that both the inside and outside should be uniform. A steel triblet is passed into the tube, which is then drawn through a succession of holes, until the outside diameter is reduced to the required size. The metal of which the tube is formed is condensed between the holes, and the steel cylinder within it; and when the latter is withdrawn the internal surface appears polished. The brass tube is considerably extended by this process, sometimes even to double its first length.

112. Leaden pipes for the conveyance of water were formerly made by casting; but it has been found that they can be made both cheaper used for this purpose cuts out innumerable cir-long, is cast with a small hole through its axis, and an iron triblet of fifteen feet in length is forced into the hole. It is then drawn through a series of holes, until the lead has extended of the pipe.

out of sheets of gilt paper.

MANURE PROPER FOR HOP CULTURE.—As to
108. Steel Chains.—The chain used in conthe manure most proper for the hop culture, a heavy weight to drop upon the upper die from a height of from five to fifteen feet.

100. Buttons and Nail Heads.—Buttons embossed with crests or other devices are produced by the same means; and some of those which are plain receive their hemispherical form from the dies in which they are struck. The heads to each other, at a short distance, by two rights of several kinds of nails which are portions of the same pieces of links occur alter.

The links are of two sorts; one of them consisting of a single oblong piece of steel with two hops small, if too many are used. Malt, culm, and dove manure are excellent, and one complete dressing with lime is serviceable for of several kinds of nails which are portions of the same pieces of links occur alter.

NEW-YORK AMERICAN.

JUNE 1, 3, 4, 5, 6, 7-1833.

LITERARY NOTICES.

LETTERS OF EULER ON NATURAL PHILOSOPHY; edited by David Brewster, LL. D.; constituting vols. LV and LVI of HARPERS' Family Library .- The publishers have done well in imbodying in their Library this well approved work of Euler. Written originally for the instruction of a female, the Princess Anhalt Dessau, niece of the King of Prussia, in whose capital Euler was then established, these letters are specially adapted to convey in a manner as popular and as little abstruse and technical as the subjects will admit, knowledge of great utility to all, but of rare acquisition by many, and especially by females. Hav. ing previously done much for the amusement and literary tastes of the ludies, the Harpers now present them a work from which they may derive, without too severe or irksome application, just and accurate views, founded on profound scientific researches, of the nature and effects of the various objects and influences comprized under the general head of Natu-

In recommending this work, however, to the ladies, let it not be inferred that the other sex should not consider it as not equally addressed to them. It is worthy the study of the acutest intellects, and will satisfy the most inquiring and far reaching minds. Dr. Breweter, who edited the English edition, whence this is taken, has by notes brought up the scientific facts and information to the present state of knowledge-these letters having been written about the middle of the last century. There are, also, some additional notes, by the gentleman, Prof. Griscom, under whose care this American edition was prepared for the press.

MEMOIRS OF HORTENSE BEAUHARNOIS, Ex-Queen of Holland-1 vol.; Philadelphia : KEY & BIDDLE. -Another memoir connected with the times and family of the inexhaustible Napoleon. We know not that it is authenticated, but yet it seems to be so, and is ascribed to Count de la Garde, who had become known to the charming and accomplished Hortense by some little musical pieces he had composed, and who made her a visit, while a proscribed exile, residing at Augsburg. An ill-assorted union, and incompatibility of tastes between her husband, Louis Bonaparte and herself, gave rise to rumors unfavorable to the reputation of Hortense; but the grace and charm of her manners, and the goodness of her heart assured to her constant and fast friends. This memoir is that of a warm admirer, and one who writes with poetical inspiration, and possibly poetical license. There are added many interesting notes and illustrations of particular scenes and incidents, taken from contemporaneous memoirs.

THE MERCANTILE CHARACTER, AND ITS INFLUENCE ON OUR POLITICAL INSTITUTIONS, a Lecture delivered before the Mercantile Library Association, by SAN'L A. FOOT: New York: JONATHAN LEAVITT. A very pretty little volume, though not so accurately printed as it should be, ushers forth this useful and practical lecture. We must however say that the decise of this address is superior to its executionthe style is not elegant—and the illustrations are somewhat too trite. The influence of commerce up. on liberty in general, and upon our political institu. tions in particular, is a spirit-stirring theme, and one that should have been treated with more care and comprehensiveness than is done in the discourse be fore us: yet so far as it goes, it is useful, and certainly well intentioned.

NEW YORK SPORTING MAGAZINE, No. III. New-York, by C. R. Colden.—This number comes out in the nick of time to meet the view of the sporting of 'Vivian Grey.' 2 vols. Harpers.—This wild and

sporting articles. The particulars of Osbadelston's great performance of 200 miles in 8 hours and 39 (nothing remarkable) of the scene and the horseman. There is also a very useful plate of "the proportions of a horse," with letters and figures indicating the different points and names. We give an extract from this number, concerning Marie Antoinette, at a boar-

Appearance of the late Queen of France, (Marie An. toinette,) at a Boar Hunt.

It was in the forest of St. Germain en Laye, that I first saw Marie Antoinette d'Autriche. This splen. did sovereign was indeed an imperial model of fe male beauty; rich and royal were her charms, despotic and commanding her lovely form and imposing figure. If a man had but one drop of chivalrous blood in his veins, it would swell into his heart and mantle at the sight of this great and unfortunate woman. She at once struck, captivated and interested Her stately demeaner was all the queen her soft large blue eye was all the woman. was inspired by the former, zealous devotion was enkindled by the latter, with a kind of feeling as if a man would wish to have peril to brave for such a princess, and arduous enterprize to undertake for he reward of her smile.

If Agamemnon ever deserved the title of Anax Andron, (the King of Men,) or Ney merited the nom de guerre of un brave parmi les braves, Marie Antoinette, of Austria, was entitled to the epithet of the Queen of Women, and une belle parmi les belles.

My reader must pardon me for this long digression from the subject of sporting; a true sportsman is always a man of gallantry; and he who boldly risks his neck at a desperate fence, or a blind leap, will be very likely to brave every danger for the lady of his love, and to stick at nothing in following the blind god's chase in pursuit of beauty. To such a one his flame may fairly address the words of the Italian Bard, ' Deh? non seguir damna fugace,' etc.

'Follow a nobler chace, and spare the deer, Hunted by cruelty, run down by fear; I am thy captive, Sylvia, follow me— Already ta'en and bound by love to thee.'

But to the boar hunt. The field was numerous and brilliant. The hounds and whole turn-out belonged to the present Charles X., ex-king of France, then second brother to Louis XVI. It was what was called l'equipage de Monseigneur le Comte d'Artors —carriages, horses, et cetera. By the way, there were then in France a number of what was termed voitures de chasse, hunting carriages, very fancifully constructed, resembling our caravans, and having sometimes a stag's head and fore quarters in front; over which a coachman, all gold or silver lace, and his hair highly dressed, used to take his seat, driving either four-in-hand, the horses all too far from their work, the leaders with very long traces, seldom tight, (for these dressy coachmen did not know now to keep the tits up to their traces,) or with four horses, the leaders having a postillion with cocked hat and jack boots. Sometimes, also, the voitures de chasse had three horses abreast: and once I saw one with four, which was very like the engravings of the Roman cars. The nobility mostly went to cover in close carriages, the horses being led, as those of the royal hunt of Louis XVI. were; each led-horse being cov. ered with a rich cloth, corresponding with the livery of the owner, and with the family arms, or cipher and coronet, at each corner. The Count d'Artois' was dark green, with splendid gold lace; the livery being that color and crimson, laced richly with gold. It had a fine effect in the field, although an unsporting appearance, being more military-looking than any thing else. The Prince of Conde's trappings v buff and crimson velvet, with silk embroidery of the atter color, in portreiture of the knights in leathern doublets with the crimaon favors.

The Queen of France wore the uniform of the hunt, with a profusion of gold lace, and as great a profusion of fine white ostrich feathers in her ridinghat. She was in one of those voitures de chasse, drawn by eight fine English bay horses, driven by s giant of a charioteer, of most uncoachman-like appearance—a desperate driver, but a bad whip. The animals went at a furious rate, and her most Christian majesty had much the appearance of a sovereign of ancient times, making a triumphant entry into some conquered state.

THE WONDROUS TALE OF ALROY; by the Author world that has been assembled from far and near, for extravagantly written story, like everything from the world that has been assembled from far and hear, for extravagantly written story, like everything from the arose the softening song of doves, and showers of the Races of the week on the Union Course. Nor pen of young D'Israeli, displays a mind gifted with gay and sparkling butterflies, borne on their tinted

will it lose favor by examination: It has some really jextraordinary though irregular powers. There is the same insight into character and happiness in touching off peculiar scenes, with more than all the strange minutes, are given at length, with a colored plate rhapsody that distinguishes his other writings, and makes them read occasionally like the productions of a madman. The story of Alroy, at least that part of it upon which the chief interest of the novel turns. is nothing remarkably new in its way. The herd, like Mark Antony, merely giving up the world for a woman, and being betrayed by the syren for whom he sacrifices fame and character. But we must not destroy the reader's interest by revealing the plot. which the following extracts will show is made a vehicle for passages of poetic beauty.

> How vividly is the engrossing passion, in which the senses of the fated Hebrew chieftain are steeped, portrayed in the following description of a twilight interview with his mistress:

> They arose Sunset sounded from the minarets. and wandered together in the surrounding paradise. The sky was tinted with a pale violet flush, a single star floating by the side of the white moon, that beamed with a dim lustre, soft and shapely as a pearl.

> "Beautiful!" exclaimed the pensive Schirene, as she gazed upon the star. "Oh! my Alroy, why cannot we ever live alone, and ever in a paradise!" "I am wearied of empire," replied Alroy with a

> smile, "let us fly!"
> "Is there no island with all that can make life charming, and yet impervious to man? do we require! Ah! if these gardens, do we require! Ah! if these gardens, instead of being surrounded by hateful Bagdad. were only ea-

> compassed by some beautiful ocean !" "My heart, we live in a paradise, and are seldom

disturbed, thanks to Honain!"

"But the very consciousness that there are any other persons existing but ourselves is to me painful. Every one who even thinks of you seems to rob me of a part of your being.'

Not less naturally is described the repining of an erdent mind for the want of opportunities :

And even now a vivid flash darts through the dark ness of my mind—methinks, methinks—Ah! worst of woes to dream of glory in despair. No, no, I live and die a most ignoble thing; beauty and love, and fame and mighty deeds, the smile of women and the gaze of men, and the ennobling consciousness of worth, and all the fiery course of the creative passions -these are not for me.

Portrait of a war-horse :-

Short time I ween that stately steed had parted from his desert home; his haughty crest, his eye of fire, the glory of his snorting nostril, betokened his conscious pride and pure nobility of race. His color was like the sable night shining with a thousand stars, and he pawed the ground with his delicate hoof, like an eagle flapping its wing.

His course over the desert :-

Speed, fleetly speed, thou courser bold, and track the desert's trackless way. Beneath thee is the boundless earth, above thee is the boundless heaven, an iron soil and brazen sky. Speed, swiftly speed, thou courser bold, and track the desert's trackless

Ah! dost thou deem these salty plains lead to thy Yemen's happy groves, and dost thou scent, on the hot breeze, the spicy breath of Araby? A sweet delusion, noble steed, for this briny wilderness leads not to the happy groves of Yemen, and the breath thou scentest on the coming breeze is not the spicy breath of Araby.

The attributes of night :-

Night brings rest; night brings solace; rest to the weary; solace to the sad. And to the desperate night brings despair. The moon has sunk to early rest; but a thousand stars are in the sky. The mighty mountains rise severe in the clear and silent air. In the forest all is still. The tired wind no longer roams, but has lightly dropped on its leafy couch, and sleeps like man. Silent all but the fountain's

An island of the desert:

Soon sprang up a grove of graceful paim trees, with tall thin stems, and bending feathery crowns, languid and beautiful. Around the verdant sod gleamed like an emerald: silver streams, flowing from a babbling parent spring, wound their white forms within the bright green turf. From the grove

wings of shifting light, danced without danger in the ||delphia: Key & Biddle.—We cannot better do jus-11 of narrow escapes, finally received his death from liquid air. A fair and fresh Oasis!

A lover's rhapsody :-

Schirene? Schirene! here in this solitude I pour to thee the passion long stored up—the passion of my life, no common life, a life full of deep feeling and creative thought. O! beautiful, oh, more than beautiful, for thou to me art as a dream unbroken-why art thou not mine, why lose a moment in our glori-ous lives, and baulk our destiny of half its bliss?

Beautiful illustration of an Eastern superstition :-

When the sun set, the Sabbath was to commence. The undulating horizon rendered it difficult to ascertain the precise moment of his fall. The crimson orb sunk behind the purple mountains, the sky was flushed with a rich and rosy glow. Then might be perceived the zealots, proud in their Talmudical lore, holding a skein of white silk in their hands, and annoting a sketh of white silk in their hands, and announcing the approach of the Sabbath by their observation of its shifting tints. While the skein was yet golden, the forge of the armorer still sounded, the fire of the cook still blazed, still the cavalry led their steeds to the river, and still the busy footmen braced up their tents and hammered at their palisades. The skein of silk became rosy, the armorer worked with renewed energy, the cook puffed with increased zeal, the horsemen scampered from the river, the footmen cast an anxious glance at the fading twilight.

otmen cast an anxious grands as the same, dull, sepul-The skein of silk became blue; a dim, dull, sepul-ral leaden tinge fell over its purity. The hum of chral, leaden tinge fell over its purity. The hum of gnats arose, the bat flew in circling whirls over the tents, horns sounded from all quarters, the sun had set, the Sabbath had commenced. The forge was mute, the fire extinguished, the prances of the horses and the bustle of the men in a moment ceased. A deep, a sudden, and all pervading stillness dropped over that mighty host. It was night; the sacred lamp of the Sabbath sparkled in every tent of the camp, which vied in silence and brilliancy with the mute

and glowing heavens

Popping the question.—" Oh beautiful, oh! more than beautiful! for thou to me art like a dream unbroken," exclaimed the young leader of Israel, "let me, let me breathe my adoration. I offer thee not empire; I offer thee not wealth; I offer thee not all the boundless gratification of magnificent fancy-these may be thine, but all these thou hast proved but if the passionate affections of a spirit, which ne'er has yielded to the power of woman, or the might of man—if the deep devotion of the soul of Alroy be deemed an offering meet for the shrine of thy sur-passing leveliness, I worship thee, Schirene, I wer-

ship thee, I worship thee!
"Since I first gazed upon thee, since thy beauty
first rose upon my presence like a star bright with my destiny, in the still sanctuary or my secret love, thy idol has ever rested. Then, then, I was a thing whose very touch thy creed might count a contumely. I have avenged the insults of long centuries in the best blood of Asia; I have returned, in glory and in pride, to claim my ancient sceptres but sweeter far than vengeance, sweeter far than the quick gathering of my sacred tribes, the rush of triumph and the blaze of empire, is this brief moment of adoring love,

wherein I pour the passion of my life!

Infatuation.—He thought of all her love, and all her loveliness; he called to mind all the marvellous story of their united fortunes. He felt that for her, and her alone, he cared to live; that without her quick sympathy, even success seemed unendurable. His judgment fluctuated in an eddy of passion and reason. Passion conquered. He dismissed from his intelligence all cognizance of good and evil; he de-termined, under all circumstances, to cling ever to her; he tore from his mind all memory of the late disclosure.

The fluctuations of genius .- An awful thing it is the failing energies of a master-mind. He who dimar had saved the life of this woman; and gratiplaces implicit confidence in his genius, will find,
himself some day utterly defeated and deserted.

"Tis bitter! Every paltry hind seems but to breathe to mock you. Slow, indeed, is such a mind to credit a lady of his own color and country—it did not cool that the arder of her devation. She proved his courtier.

Power of the mind over the frame.—Tis not in palaces, or in the battle field alone, the heroic soul can conquer and command. Scenes like these are the great proof of a superior soul. While we live, our body is a temple where our genius pours forth its godlike inspiration, and while the alter is not overthrown, the deity may still work marvels.

WACQUSTA, OR THE PROPERCY, A TALE OF THE CANADAS; by the author of Ecarté. 2 vols. Phila.

tice to the scene and story of this work, than by adopting the language of one who writes on the very spot, upon which, seventy years ago, the spirit-stirbeing and action. A writer in the Detroit Journal, who, from observing communications from his pen not infrequently in that paper, we apprehend to be Mr. Schoolcraft, speaks of Wacousta as follows:

The author has evinced a thorough acquaintance with our scenery and localities: and even the ra-vines and hills of which he speaks may have been found, without a violent stretch of the imagination, when the ground was clothed in its wild ferest dress since, even now, their miniature likeness exists.

The story, as our readers have already been in-formed, is founded upon the circumstance of the siege of the British fortress by Pontiac: and the principal action of the plot turns upon the attempt of that chief to get possession of the works by surprise. The au. hor has availed himself of most of the historical facts connected with the siege: he has also blended with these the ball-playing ruse by which the capture of Mackinac was effected. With these he has woven a variety of incidents as episodes, which, together with the whole dramatis persons—with the exception of Pontiac himself and the Indian woman who informed Major Gladwin of Pontiac's design,appear to be entirely the work of the author's imagination. Pontiac, by the by, is made to perform too tame and insignificant a part; and, if his bold spirit could be supposed to review the work, the author would fare badly.

The story opens with the sudden appearance in the garrison of a mysterious intruder, who had made his entrance into the quarters of Col. De Haldimar, the commanding officer, and menaced him in the very centre of his force: and what gives a high degree of interest to the work in its commencement is that, although the strictest discipline had been preserved—as well as the most vigilant guard—this mys-terious being should have made both his ingress and egress " past watch and ward," without its having been seen by any of the garrison except the Colonel This same individual is made to perform a principal part throughout the work; and for deeds of daring courage, incredible strength and agility, and all the other qualities which distinguish a savage hero, exceeds the famous Hawk-Eye of our own Cooper.— Wacousta, for that is his Indian name,—it appears in denoument—had been, with Col. De Haldimar, subalterns in the same regiment in their younger days; and had been dishonorably supplanted by his friend in the affections of a young lady to whom he had been ardently attached; and, through the instrumentality of the same false friend,—who was no other than the Colonel himself—he was disgraced and dismissed from the army. He swore vengeance against his countrymen, and joined the Scotch in the rebellion of 45. He afterwards joined the French in Canada, and was in the battle with Montcalm under the walls of Quebec; and afterwards joined the Indians. During all this time he was meditating schemes of revenge against De Haldimar and his family. The Pontiac war was eagerly seized upon by him as likebatted. The family of Col. De Haldimar consisted of two sons and a daughter. The eldest son, next to Wacousta himself, is a principal actor. He had thrice been a prisoner in the hands of the vindictive enemy of his family: and it was on the occasion of his leaving the garrison at night to hold a conference with an Indian woman, who communicated the treacherous designs of the Indians to get into the Fort under pretence of holding a council, that Wacousta found means to effect his entrance. Young De Halflow and bright fertility have ceased, and ceased for ever. Then comes the madness of retrospection.

Power of the mind area.

The crueffate of Holloway and his wife, and that of the beautiful Clara de Haldimar and her brother, as well as the generous Valletort, strikes us as a defect in the work. That the innecent should suffer with the guilty seems to us a violation of poetical justice—the more so, as such a catastrophe appears a together gratuitous and unnecessary 'save to fulfil appears to be acting an augury,' which, itself, was uncalled for.

The vindictive and cruel Wacousta, after a variety ed for the present.

one of his savages compeers, the brother of One asta—the Indian woman before referred to,—but until he had consummated his fatal revenge. spot, upon which, seventy years ago, the spirit-stir style and language of the work are excellent, the char-ring incidents commemorated in Wacousta had their acters introduced well sustained, and a high and often thrilling interests is preserved through.

FOREIGN INTELLIGENCE.

LATE FROM ENGLAND .- The packet ship New York, Capt. Hoxie, from Liverpool, brings us our London files to the 30th April inclusive, and Liverpool papers of 1st May; and to Capt. Hoxie we are also indebted for papers from both places of the latest

The English parliamentary proceedings are the most immediately interesting matters. During the week ending on Saturday, the 27th of April, the House of Commons had made several important decisions. 1st, on Monday, 22d, Mr. Attwood's motion for an inquiry into the distress of the country, and espe cially as to how far that distress was connected with the operation of the monetary system, was three nights debated, and Mr. Attwood's motion, which was opposed by Ministers, was rejected, 331 to 139. Lord Althorp then put his original motion, which was carried by 304 to 49. It was as follows:

"That any alteration of the monetary system of the country which would have the effect of lowering the standard of value, would be highly inexpedient."

On Thursday the vote by ballot was the subject of long debate. Lord Althorp, though an open advocate of the ballot out of the House, yet opposed Mr. Grote's motion that "in all future elections the vote be taken by ballot"-and it was consequently rejected. 211 to 105. For a reformed Parliament this is a

The French Government are preparing a large na. val force at Toulon, to be in readiness to go to sea upon the arrival of the English squadron, which was expected soon to arrive there. Orders had been transmitted to the storekeepers to provide a quantity of materials for their service.

The session of the French Chambers was closed on Thursday by the King in person. His speech on the occasion is among the extracts. The new session commences in the course of the second day.

M. Lionne, Editor of the Tribune, who was thought to have escaped to England, has been arrested and sent to prison.

The Carlist Journals assert that the Duchess-de Berri is extremely ill. Her devout partisans deny her pregnancy, and maintain that she is afflicted with some singular complaint, which can only be cured by miraculous power; and a lady of rank in Paris, has accordingly transmitted a part of the gown of Notre Dame de Liesse, for the Duchess to kiss. A radical cure is expected shortly te be effected.

Some disturbances have broken out at Badajoz, of which the Royalist volunteers were the authors. The regular troops proceeded to put down the insurgents, who took refuge in the Cathedral, and were defending themselves with desperation when the last ac. counts arrived.

The interior of Spain generally was tranquil; and the Queen, it was supposed, had already begun to regain her influence over the mind of her imbecile

Don Miguel has dismissed the commander of the Portuguese battery who fired into the French schr. Alcyon, while in the Douro, and has consented to pay the whole amount of the damage incurred by her owner.

The Sultan has consented to treat with the Viceroy of Egypt, upon the basis of the propositions transmitted by him to his son Ibrahim. The French Envoy appears to be acting the part of a mediator between them. All active proceedings are therefore suspend.

francs to his widow.

Captain Onslow, of his Majesty's ship Clio, has taken possession of the Falkland Islands, on behalf of the British Government. There has, save the London Spectator, been a dispute long pending between the United States and the Buenos Ayres Government, as to which of them possessed the right to occupy these Islands. Captain Onslow has rendered all fu ture altercation on the subject unnecessary."

The Spectator is a little too fast, we imagine. Captain Onslow may only have transferred the disnute.

There has been much discussion and contrariety of declares against this scheme, and the London Morn-

ing Chronicle says—
"We cannot be very far wrong in laying it down s certain, that an Income Tax, in the proper sense of the word, would lead to all manner of frauds and evasions—would open a door to all manner of tyranny, while it would yield little; that a Property Tax beyond a moderate per centage, say 10 per cent, would not be borne—that a graduated Property Tax, with the incomes, would be confiscation, and that all the ingenuity of man could not, in this coun try, raise by a Property Tax one half of the revenue w required to meet the public expenditure. idea, therefore, however agreeable, must, like many other Utopian schemes, be abandoned as utterly impracticable; and we think the Public are much indebted to the Edinburgh Reviewer for the able manner in which he has exposed the popular fallacies on the subject.

FOREIGN CHFT-CHAT .-- A private letter from one of his friends abroad, meations that our countryman Newton is employed in painting a cabinet picture of the Somerset Exhibition. The subject is Abelard receiving a letter from Eloisa. He is in the picturesque Italian scholastic costume of that day, in his study. A table, with learned tomes, and an antique high backed chair, form the accessories. It is said to be very beautiful, and that he is every day making alterations and improvements. "His charming wife, who is a great favorite with every body, takes a great interest in his occupation, and cheers his labors by her company. They are living very happily.

The great Theatres in London seem to have a hard tug for existence. Captain Polhill, it is said, retires from the lease of Drury-lane at the end of this season, with a loss amounting at present to 25,0001. His mother is just dead, leaving him 80,0001., and an injunction or earnest recommendation to abandon theatrical speculations.

The Daupkinois, of Grenoble, states, that the quantity of snow which fell on the 12th, 13th, 15th. and 16th March on the mountains of l'Oisans, was ac great that it occasioned many avalanches, several of which were attended with disastrous consequences, One of them fell over the village of Rivier, on the 16th, at six o'clock in the morning. Three houses were destroyed. An infant, torn from the arms of its mother, who escaped unhurt, was horribly mutila. ted: the father, another child, and most of the inhabitants of these houses perished. The number of victims is eleven. A number of cews and sheep were likewise carried away, and the whole village is left in a state of great distress.

His Majesty's steamer Rhadamanthus, sailed from Plymouth for the West Indies, on the 21st April. Depots of coals for her use, have been placed at one of the Western Islands, and at Bermuda.

The Influenza. -This complaint which has prevailed so extensively in London, has found its way into the country, and several cases have occurred in Leeds, attended with the usual symptoms of head. ache, cough and fever. A letter from Mr. Baker, the surgeon, urges upon the inhabitants the necessity of certain precautionary measures, under the idea that this influenza may be the precursor of other and high. At 7 a. M., saw a ship to leeward, with necessity.

The Prostagtant Episcopal Pulpit for May, is just way. The Prostagtant is for sale by John Moore, 94 Broadway.

The Prostagtant Episcopal Pulpit for May, is just way. This number gives a Szamon by the Rev. W. D. Cairns, rector of St. James Church, Wilmington, N. C. entitled "Paul before Felix."

The French Chamber of Deputies have voted 50,- more alarming disorders, and in this view of the ensign half mast, supposed in distress-000 francs, for the purchase of the MSS. and works of the late M. Champollion: and a pension of 3,000 followed by a fatal epidemic fever; in 1743, by the plague; in 1762, by a violent dysentery; in 1813, by opthalmia and dysentery; and in 1831, by the cholera. Without wishing to excite any unnecessary alarm, we join most heartily in recommending all proper measures to effect the removal of nuisances which contaminate the air, and of themselves engender disease .- [Leeds Mercury.]

Tithes.—On Thursday last (18th inst.), our very active Chief Officer of Police, Captain Gun, accompanied by a party of his men, and a strong military escort, consisting of 50 infantry and 20 cavalry, commanded by Captain Browne, proceeded to the parishes of Kilmurray and Kilsheelan, in this district tain Gun succeeded by stratagem in arresting five defaulters, one of whom only paid the amount due by him the following day. The remainder were opinion in the British journals respecting the expediency of an Income Tax. The Edinburgh Review lodged in the county gaol. On seeing the police and declares against this scheme, and the London Morn. treated to their houses, barricaded their doors, in fact, laughed at the party through their windows.

—[Colonial Advertiser.]

> A novel and interesting political incident is related in the N. Y. Daily Advertiser of yesterday morning, derived from recent papers from New Granada (Colombia.) We have announced, says that paper, Mr. Joaquin Mosquera's election to the Vice Presidency. On the 15th of April a letter from him was laid before both houses of Congress, dated at San Jose, April 2d, declining the office, on the ground that he considers himself more fitted to discharge the duties of a more retired station, and that he had dedicated the remainder of his life "to the education and instruction of the young and the common people: the only secure basis of our political principles and national prosperity." His request, although pressed with urgency, and with that sincerity of character for which he is conspicuous, was unavailing. "This refusal," says the government gazette, being laid before congress for their consideration, a long silence ensued; and when the President put the question, "will you receive this refusal of Mr. Joaquin Mosquera to be Vice President of the Republic?" all the members except five voted in the negative. The meeting then adiourned."

SUMMARY.

APPOINTMENT BY THE PRESIDENT .- Romulus M. Saunders, of North Carolina, to be a Commissioner under the law to carry into effect the Convention with France, in the place of Thomas H. Williams, resigned.

Naval.—Capt. Ballard, of the Navy, left this city sterday, for Norfolk, to bring round the Delaware yesterday, for Norfolk, to bring round the Delaware 74, to this port, which may be expected here in about three weeks. After receiving on board the Hon. Edward Livingston, appointed Minister to France, she will proceed to Europe, and having landed him at such port as may be designated, (we hear it rumored that he will disembark at Naples, and proceed to Patients of the Patients o ris by land,) will pursue her course to the Mediter-ranean, and become the flag ship of Commodore Pat-The Brandywine frigate will be withdrawn terson. from the Mediterranean squadron, or rather, it is presumed, is withdrawn already, and may be expected very shortly at this port, where her crew, or so man of them as have fulfilled their term of enlistment, will be paid off and discharged.—[Journal o. Commerce.]

THE SHIP HENRY EWBANK-whose calamities and the relief of them are referred to in the annexed extract from the log-book of the British barque Hope, Wm. Lister, master, from Liverpool to New Yorkhas arrived safely at Boston. Captain Lister communicates this extract, to whom, with his crew, too much praise cannot be given for their perseverance, and particularly for altering the position of his ship at so perilous a moment, to, as he supposed, relieve

with officers and crew as to assisting her, and concluded to wear ship; sea running tremendous high, passed close under her lee and hailed her: re-ceived no answer. All her sails furled but main spencer and part of the foresail-supposed from some cause crew must be below-held another council, and concluded to stay by her till morning-determined to assist her. April 2d, heavy gales and heavy sea. At 8 A. M. three men volunteered with Capt. Lister to board her-hoisted out our boat. At half past 9, boarded her—ship proved to be the Henry Ewbank, of and from Charleston, cotton and rice loaded, rudder gone, no boats on deck, top-gallant mast struck, one anchor and chain on deck, and not a soul on board of her, and 8 teet water in her hold—found no chests or clothes of any kind on board. Took from her some bread, and a few pieces salt beef. At 12 A. M. returned on board the Hope: 8 P. M. less wind and less seadetermined to return to the ship. Went on board, with twelve hands, and commenced pumping her out: worked all night, and found we gained on her much. On the 3d, the captain and carpenter commenced making a temporary rudder. Of the 4th, 7 A. M. finished the rudder, and shipped itfound the ship to steer well, and pumped out 6 feet water—did not appear to leak any. 5th, left the mate, three seamen, carpenter and 6 pissengers on board; gave them three cheers and left them—midnight, heavy gales—8 A. M. no sign of the ship."

THE SCOTCH PIPER .- This individual, of whom so much has been said in the papers both of country and of Europe, is thus noticed in the Ports-mouth, N. H. Journal:

"He arrived in this town on Thursday afternoon. and immediately commenced his peregrinations and piping about our streets. His height is over six feet he is well built-has a large nose--small eves wears glasses, has rather a sandy complexion, and makes a very commanding appearance. His name is Stewart. He has been an officer in the British Army—served under Sir John moore and the pure of Wellington, and sold his commission after the batserved under Sir John Moore and the Duke tle of Waterloo. His opponent is Count Bender, a French nobleman, educated in Scotland at the same school with the piper, and between whom a great friendship subsisted. In 1825 they met in London, when a dispute arose relative to the hospitality of different nations. Both parties, in order to settle the question, agreed to travel in disguise—the one as a fiddler in France, Belgium and Italy, and the other (the piper) in Great Britain, Ireland and America. They commenced their line of march in July 1828.

The Piper is evidently a gentleman of extensive information, easy in his manners—a Scotchman by birth—his age about fifty. He received a severe hurt from the upsetting of a stage coach in Ireland a few years since. which confined him for over a year, and in consequence of which he is now lame. has travelled through the Canadas, and on the first day of May be commenced his tour of the United States at Eastport, Maine. He asks no one for money; but when any is presented to him he touches his cap in token of thankfulness, and passes on with-out making any pause in the music of his Bag-pipe, which yields very sweet, melodious tones

Yesterday afternoon the incognite made his second appearance in our streets—his pipe being pitched so as to give out the most captivating strains. He was followed by hundreds of boys, whom he would not allow to approach within a yard of his person. What amount he collected we know not.

He has taken a private room at the Portsmouth Hotel. He has been visited by some gentlemen. They found him engaged in making records in his journal. He appears to be very cautious of the company to which he gives audience; and considerable formality, such as sending up your name, occupation, &c. is requisite, in order to gain admittance. He is very polite and intelligent,—speaks highly of the Americans, and says they might be the happiest people in

He will perform by particular request, at Franklin Hall, this afternoon, at 4 o'clock. Ledies are especially invited to attend.

The Knickerbacker, or New York Magazine, for this month, is just published, and for sale by Peabody & Co. Broadway.

The American Magazine for June, is just published and may be had of Peter Hill, 94; M. Bancroft, 389, and the Carvills, 108, Broadway.

DESTRUCTIVE FIRE AT ALBANY .-- From the Albany || built under the immediate superintendence of Capt. || Evening Journal of yesterday, we learn that a fire broke out in that city on Tuesday night, which raged with great violence, and in despite of the great and well directed efforts of the Firemen, destroyed several valuable buildings.

From the Newark Daily Advertiser.] Mr. Moore, our late Minister to Colombia, arrived at New York on Monday, in the brig Elizabeth from Carthagena. It is mentioned that he met his success sor, Mr. McAfee, at the latter place. Mr. Picket was left by Mr. Moore at Bogota, Charge during the in-terval. A number of the citizens of Bogota addressed a complimentary letter to Mr. Moore, before his departure. He took leave of President Santander on the 15th April, in a short speech, expressing his gratitude for the kind attentions he had received during a residence of three years, in his public and private relations. He congratulated the President on the present condition and future prospects of Colom-"No country on earth, (said he,) more abounds in the elements of national wealth and greatness, and no people more deserve to be free, prosperous and happy, than the people of New Granada; and on returning to my country, I shall not fail to declare these truths to my government and fellow citizens. I have particular instructions from the President of the Uni ted States, to say, that he sincerely desires to strengthen and extend the relations which now happily exist between the two governments, and to secure to the people of the two republics, the benefits which they produce." The President politely reciprocated these

We learn, says the National Gazette of vesterday that the Rev. Dr. Delancy had tendered, his resig nation as Provost of the University of Pennsylvania, to the Trustees of that intsitution. It remains for them to decide on that tender.

proper and complimentary remarks.

The Montpelier (Vermont) Watchman of 3d inst. says-"We regret to learn that the Hon. Richard Skinner died at his residence, in Manchester, on the 23d ult. His death was occasioned, says the Rutland Herald, by injuries received by being thrown from wagon a few weeks since."

The Buffalo Republican says, "the Hon. Daniel Webster and family arrived at this place yesterday. He intends to proceed westward, but not as has been erroneously stated, with a view to fulfil a professional engagement at Cincinnati, We are assured that Mr. Webster's only object is to craffly a strong de ebster's only object is to gratify a strong de sire he has long entertained to visit the "great west."

We learn from the Eastern Democrat, that a few days since, a fight took place between the miners at Maunch Chunk, and some of the people at Mahoney Valley, in which three of the miners were shot, and three or four of the Germans severely injured.

The London Quarterly, in reviewing Mrs. Sheri dan's new novel of "Aims and Ends," remarks, that "the novelist shows her observation and sense, in reversing the usual order of things, and making the loves of her gentlemen stronger than those of her ladies. The serious passions of men are to those of women as their physical frames,"

Military Movement.—Company G. 1st Regiment U. S. Artillery, under command of Major Kirby, embarked from Old Point yesterday morning, in the schooners Susan, Brooks, and Commerce, Davis, for Beaufort (N. C.) to relieve Company H. of the same Regiment under command of Capt. Griswold. They will proceed through the Canal-Capt. G.'s Company will return to Fortress Monroe.—[Norfold Beacon 1st inst.

From the Cape de Verde.—By the brig Selina & Jane, which arrived at Salem on Saturday, accounts have been received from the Cape de Verds Islands to the 4th of May. The famine still continues, parti-cularly in the Islands of St. Antonio and St. Nicholas, where numbers are daily perishing. Many had been preserved from death by the supplies of provisions sent from this country.—[Boston Pat. 4th inst.]

Launch.-A splendid ship called the Ann M'Kim, was to have been launched from the yard of Messrs.
Kennard & Villiamson, in Baltimore, yesterday afternoon. She is 143 feet long—said to be the greatest length of any merchant ship in the United States. She is built in a superior manner, of the best materials, her fastenings being entirely of copper, and will cost, when fitted for sea, about \$50,000: the bill for of exchanges.

James Curtis, and is owned by the Hon. Isaac M'Kim.--[Jour. of Com.]

CINCINNATI, MAY 27.—There have been a few ca. ses of cholera in this city, but it appears to have almost entirely left us; indeed we do not know of a single case at present—and it is gratifying to learn that it is rapidly subsiding in the towns; on the plantations and on board the boats, both in the upper and lower country, it appears to be going as fast as it

The Boston Transcript of Saturday evening says the Bunker Hill Monument is rising fast. Besides a donation of \$5000 previously mentioned, five sub-scriptions of \$1000 each, and one of \$2000, and several of \$500 had been made on that day. The committee had not yet commenced their labors, and found themselves anticipated. The Charleston Bridge gives one half its tolls for the month of June to the fund of the monument.

The corner stone of the Public House at Rockaway, was laid at 1 o'clock on Saturday last. It is ex-pected that this edifice, when completed, will be more splendid and commodious than any building of the kind in the United States. Most of the subscribers, to the number of about one handred gentlemen, were present at the ceremony. The Gazettes of Saturday, coins, &c. were introduced into a cavity of the corner stone. The Hon. John A. King delivered an able and appropriate Address on the occasion. Hotel is to be 200 feet in front, and will be finished before the next season of Sea-Shore recreation; and what is most honorable to the gentlemen who furnish the capital to build it, they are to have no exclusive privileges, but it is to be thrown open to all who pa tronize it. This is as it should be. Success to the enterprize. - [Gazette.]

Freshets.—The Richmond papers give lamentable accounts of the loss sustained by the late freshets—i is supposed 300,000 bushels of grain have been destroyed.

Mobile, May I8 .- We have been requested by the Board of Health to state that since the month of March last, there have occurred five cases of Chol. era, two of which proved fatal; the others recovered. In every other respect we are happy to say that our statement is sustained by that body. The city is entirely healthy, and there is not, and has not been the slightest indication of an epidemic this season.

ERIE, (Penn.) May 23 .- Death by Somnambulism On the evening of the 1st ult. a short time after the steamboat Niagara had left this place on her passage up the lake, one of her passengers, named Samuel leffers, who was sleeping on the upper deck, rose in his sleep and deliberately walked off the side of the boat. Efforts were immediately made to regain his body, but without success. The deceased was a resident of Sangerfield, Oneida county, New York.

DETROIT, MAY 29 .- The emigration this week has veraged 200 per day; the last six steamboats having left Buffalo with 2080 passengers, and landed 1200 at this port. The Sheldon Thompson brought, besides her 300, two companies of United States troops. Several sloops and schooners have arrived, bringing more or less.

[From the National Intelligencer.]

BANK OF THE UNITED STATES .- It appears from a statement of the Exchange Transactions of the Bank of the United States and its offices of Discount and Deposite for the year 1832, which we find remarked upon in Niles's Register, that values to the extraordinary amount of \$241,714,612, were exchanged by the Institution in the course of last year, at the very low average rate of one eleventh of one per cent, or ninety cents on every thousand dollars of the whole sum. Indeed, \$120,000,000 of this vast of the whole sum. Indeed, \$120,000,000 of this vasi amount were exchanged without any charge at all, and the average premium of exchange on the remaining \$120,000,000, was less than one fifth of one per cent. And for this eleventh of one per cent. the goodness of the money was rendered certain, the safety of the mails insured, and a large amount in postage saved. For it is the practice of the Bank to give drafts payable at one day's sight, which are always paid on presentation, when offered by persons to whom they belong, and which can scarcely be received by any person wrongfully without detection.

State Banks, however correctly managed, cannot carry on these exchanges but at a much higher rate of premium, for reasons that will appear manifest to every person who is at all acquainted with the nature Would it not, then, be more than un-

The authors of Pelham and Vivian Grev. whose earlier writings bore so strong a resemblance as to be attributed to the same pen, seem, in our back country phrase, to have "hitched teams" with the inten tion of dragging the car of public favor entirely by themselves. Mr. Bulwer endorses Mr. D'Israeli's paper in his Magazine, and Mr. D'Israeli accommodates Mr. Bulwer in his prefaces. There is certainly nothing surprizing in the fact of two men of genius and similar pursuits thus coming before their readers as the backers of each other; but it does not the less become all good citizens of the republic of literature to see that it take no harm from such a formidable coalition. The works of these writers are disseminated wider in this country than those of any other author, unless it be Scott; and their influence upon public taste, we apprehend, is nearly as active as was that even of Byron's writings, when a few years since it was the fashion of all young gentlemen, who had read Childe Harold or the Corsair, to wear their collars down and swear in good round rhyme that they were heart broken. The Byronic school, except in remote towns and villages like Communipaw or Macchilimackinac, has sometime since become obsolete; and the Pelhamic, which succeeded it so furiously, one would have thought too to have had its day, were it not for this threatened combination on the part of its founders to sustain their extravagance as the just standard of taste and the criterion of originality. The fancy and wit, the research and occasional truth and vigor of thought, with the wonderful power of expression of either of these writers, constitute merit enough, were these qualities unmixed with others, to give them a place as enviable as permanent among the brightest worthies of English literature; and even blended as are these undoubted characteristics of their writings with so much that is false in taste and dangerous in morals, did either of them stand by himself upon the merit of a single work; had either of them, for instance, died after the publication of the first writings by which they became known; how unanimous would have been the verdict which pronounced them among the most extraordinary productions in the range of English literature. But now, when each successive work is marked by more extravagance than its predecessor, when the efforts at originality are so strained that we can often see "the contortions of the sybil" without feeling "her inspiration;" and when those errors in composition which we were ready to overlook from the excitement to which we believed they owed their birth, are held up to us as part of a sys. tem-as the distinguishing features of a new style of writing, which is to supersede entirely those which we have long regarded as models: when, in short, in the prevailing confusion of taste and unsound state of criticism, any two or more favorites of the public, not content with reaping the richest fruits from that love of the strange and new, which, having helped to create, now in its turn sustains and fosters them. would erect themselves into a school, and talk about models and standards of writing—even their admirers feel an irresistible propensity to turn shortly about and tell them how nearly—were they tried by the same ordeal to which Goldsmith and Addison, Mc. Kenzie and Irving (vide Gifford in the Quarterly) have been subjected—the cold blight of time, or the scorehing breath of criticism, might wither their laurels.

But, like a musician who is cut off from his air when he has barely got through the symphony, we are compelled, by our limits, to bring these observa-tions to a close just as they were growing into shape beneath our hands. Yet he who in wandering thro a picture gallery, after being dazzied and bewildered by the bold lights and meretricious coloring of some popular painting which collects a crowd at the entrance, has observed the quiet feeling of satisfaction with which he comes to dwell at last upon the calm with which he comes to dwell at last upon the cases simplicity and mellow beauty of some ancient master, which, though neglected by the multitude, has kindled the eye of taste with delight for centuries, will more readily receive this simple illustration of copper used in her construction, exceeded \$9,000.—
She was launched with her lower mast stepped and rigged, and her topmast on end. The A. M. was the United States, by suffering its charter to expire?

will more readily receive this simple illustration of the great advantages thus derived from the Bank of might indulge.

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OLIVER WOLCOTT, in the seventy-fourth year of his age. The name of Oliver Wolcott, signed, by the father of him whose death we now commemorate, to the Declaration of Independence, is associated in our historical annals with nought but illustrious deeds. The signer of the Declaration of Independence, and who was afterwards made a Brigadier General on the field of battle at Saratogu—and subsequently to the peace was long Governor of Connecticut—had in him who has now gone to join the heroic band of the revolution, a worthy son. While yet a boy, he marched as a volunteer in the hastily mustered forces that redled the British marauders, who, during the revolutionary war, attacked Danbury in Connecticut, and burnt Norwalk. His mother, with Spartan heroism, buckled on his knapsack and placed the musket in his hands. His whole subsequent life proved that the virtues and patriotism of such parents were not degenerate in him. Educated for the bar, he had bardly entered upon his career when the discerning eye of Washington selected him for Comptroller of the Treasury; in which office he remained till Alex. Hamilton retired from the post of Secretary of the Treasury, when the same unering judgment promoted the Comptroller to the head of the Department and made him Secretary. This office Mr. Wolcott filled with unquestioned ability and integrity during the residue of Gen. Washington's administration, and the whole term of that of John Adams. He was one of the Circuit Judges appointed by Mr. Adams under the Judiciary act passed at the close of his administration, but which, ere it had well gone into effect, was repealed under Mr. Jefferson. Thus thrown out was repeated under Mr. Jenerson. I nut thrown out of public life, at the early age of forty, Mr. Wolcott removed to this city in 1800, and commenced business as a merchant. He was soon at the head of a flourishing house in the China trade, and was President. dent of the Merchant's Bank, and subsequently of the Bank of America. On the breaking out of the war with Great Britain in 1812, he closed his mercantile cerns, and, under the full conviction that the war was both just and politic, gave the whole support of his name, and means, and talents, to the administradiffering therein from the political friends with whom he had always before acted.

After the close of the war Mr. Wolcott returned to

his native village of Litchfield in Connecticut, occupying himself in the quiet cultivation of a farm, and the society of his books. He was soon called by the voice of his fellow citizens to preside over the -as his father for many years had done before and for ten successive elections he was chosen Go.

vernor of Connecticut.

At the close of this period he removed to this city, to be in the vicinity of his children, who were settled here; and living in great retirement and privacy, he has here breathed his last.

The character of Mr. Wolcott was strongly marked Stern, inflexible and devoted, in all that duty, honor and patriotism enjoined, he was in private life of the utmost gentleness, kindness and simplicity. With strong original powers, which the stirring events of the revolutionary days in which he was born early developed, he had acquired a habit of self-reliance, which little fitted him for that sort of political co-ope ration which results from expediency, rather than right. He aimed at the right always, and at all events, according to his best convictions; and if any questioned his judgment, none could impeach his honesty and sincerity.

Justum et tenacem propositi virum Non civium ardor prava jubentium Non vultus instantis tyranni

[From the National Gazette.] ORIGINAL LETTER.

GEORGETOWN, Dec. 2, 1811. My Dear Sir: Your letter of the 22d has lain on my table several days, during which time I actually have not had as much leisure as would suffice to thank you for it: for to write in the House I now find impossible—often catching myself in the act of committing to paper the words that are floating around me, inad of those which should convey my meaning.

I perceive that Dr. Smith's "Essay on the variety Complexion in the Human Species" has been treated in the American Review. I wish the Reviewer could have been acquainted with a circumstance which proves how much greater was the reverend author's anxiety for his Hypothesis (no uncommon case) than for his facts. My brother (Theodorick) and myself are "the two young gentlemen" referred te in page 19 of the "Strictures on Lord Kaims" in the first edition; Philad. 1787. Dr. S. there states, correctly enough, "there is at present in the College of New Jersey," &c.; we came to Princeton about the last of that year, entered College, after some of that Robert Bolling, who married Jane Rolfe,

in Decomber of the same year. In the late edition (p. 332,) he says "there resided in the College of New Jersey, in the years seventeen hundred and eighty-five, six, and seven," &c. Why this variety in the complexion of the essay I am at a loss to tell. But this is not all. He called us into his library and interrogated us about our Indian descent-we knew nothing more than that we derived it through our grand-mother, whom it suited him to make the daughter of Pocahontas, in order that we might be in defiance of time and fact in the fourth descent from her. He gave us, about that time, a copy of his essay, which now lies before me, with my marginal notes. I cannot think of Princeton (where my ardor for

learning was first damped) with any sort of patience.

Anno 1613—Pocahentas, alias "Matoahs, or Matoaha," baptized in the Christian faith by the name of "Rebecca, daughter to the mighty Prince Powhatan, Emperor of Attenoughkamonck, airas Virginia," became the "wife of the worshipful Mr. John Rolfe,"—[Granger's Biog: History of Eng. vol. 2d, p.

7—Stith. Beverley, &c.]
She died at Gravesend, in 1617, leaving an only

son Thomas, whose only daughter,

Jane, married in 1675 Robert Bolling, of the family of Bolling, of Bolling Hall, near Bradford, in the
West Riding of York. (MSS. in my possession: old
family record,)—This Robert Bolling emigrated to
Virginia in 1660, (married Jane Rolfe as above in George, and is there interred. He died in 1709, July 17th. By this marriage he had one son John, whose eldest son John, a great Merchant and Inlian Trader, settled at Cobb's, in the county of Chesterfield, on the Appomatox. He married Mary, daughter of Richard Kennon, Esq. of Conjurer's neck, by whom he had John, born Jan. 20, 1700, died at Cobb's, April 20, 1729.

Jane, (my grandmother) born 1703, married to Richard Randolph of Carle, fourth son of William Randolph of Tu.key Island (a gentleman of York-shire) whose youngest son John, born in 1742, married in 1769 Frances, daughter of Theodorick Bland, of Cawsons (of the family of Bland of Kip-

1. Pocahontas. 2. Thomas Rolfe. 3. Jane Bolling. 4. John Bolling the elder. 5. John Bolling the younger. 6. Jane Randolph. 7. John Randolph of Roanoke the elder. 8. John Randolph of Roanoke the elder. 8. John Randolph of Roanoke the younger: making just seven descents from Pochahontas, instead of "four." The other children of John Bolling and Mary Kennor, his wife

Elizabeth, born 1709, married Dr. Wm. Gay. Mary, married John Fleming, born in 1711. Anne, married James Murray, born in 1718.

Burke also falsifies the account of the descendants of Pochahontas. He makes Jane Bolling (my grandr mother) marry a Bolling. This mistake was inten-tional with Burke, for he had the Bolling MSS. be-

fore him.

William Randolph, of Yorkshire, settled at Tur-key Island in Virginia, and married Mary, daughte. of Henry and Catharine Isham. Their sons were—1. William of Turkey Island, from whom descended Beverley (died without issue)—Peter of Chalsworth, father of the late Beverley and of Mrs. Fitzhugh of Chatham, who, thereupon, sold Turkey Island to my uncle R, land—and William of Wilton and to my uncie K, land—and william of withon— (grandfather of the present Wilton)—Mrs. Chiswell and Mrs. Price. 2. Thomas of Tuckahoe (great grandfather of Thomas Mann, Mr. Jefferson's son-in-law). 3. Isham of Dungenness, who had William of Bristol-Thomas of Dungenness-Jane, mar. ried Peter Jefferson and bore him Thomas, the late President, &c.—Anne married James Pleasants (father of my colleague)—Sukey, married Carter Harrison of Clifton. 4. Richard of Carles, married Jane Bolling and had Mary (Cary)—Richard, married Anne Meade—Jane (Walker) Brett—Ryland of Turkey Island—Elizabeth, married Richard Kidder Mende—Jahn of Rospoke. 4 Sir John (Knyt) fe Meade—John of Rosroke. 4. Sir John (Kn't) father of Peyton, President of Congress, and of John (Edmund's father), Atty. General of the Colony.—6. Henry. 7. Edward, who married Miss Grover, a Kentish heiress. Their daughters were—8. Mary, married William Stith, by whom she had President Stith, the Historian, &c. 9. Elisabeth (Bland)

Died in this city, on Saturday evening, 1st June, |months past in the grammar school, and finally left it |in 1675. From this second marriage descend the Bollings of Bolling-Brook (Petersburgh) and of Boll-Hill.

From Sir John, (Kn't) 5th son of William, descend in the female line my colleague Hugh Nelson (whose father married a grand daughter of Sir John, who was also Attorney General and Speaker of the House of Burgesses) and numerous branches of Burwells, Grymes, &c.
You can find the places on the map.

Kippax was afterwards called by my maternal uncle Theodorick Bland (a member of the old Congress and of the first House of Representatives of the United States) Parmingdale; it is about three miles from Cawson's.

Adieu. JOHN R. of Roanoke.

[From the Globe of Saturday.]

THE SAC AND FOX HOSTAGES.—We understand, that a report having been received from Gen. Clark, the Superintendent of Indian Affairs at St. Louis, in which he expresses the opinion that the Sac prisoners may be restored to their friends without affecting the interests or safety of our citizens, and that their release would be peculiarly gratifying to the friendly Chiefs; and Ke-o-kuk and his associates themselves having solicited their discharge from confinement, and pledged themselves for their good conduct, preparatious have been made for their return to homes.

We learn, that they will be conducted through the principal cities, with a view to exhibit to them the extent of the population and of the country, its wealth, resources, and means of defence, and to impress them with a conviction of its strength and power, which will be productive of lasting good consequences. They will probably leave Fortress Monroe early in the next week, proceed as far east as Boston, thence to Albany, Buffalo and Detroit. Their subsequent route will then be determined by the officer having them in charge.

Col. Wm. McRrz, Surveyor General of the Public Lands in Missouri and Illinois, and of distinguished renown for his gallantry and skill as an officer in the war of 1812, died recently of Cholera at St. Louis.

Among its millions of victims, we doubt whether

Bland, of Cawsons (of the family of Bland or Appax Park, near Ferry bridge in the west riding of York). John R. died at Matoax in 1775. Theodorick Bland and John Randolph, sons of this marriage, are the "two young gentlemen" referred to in Mr. practicable though not overbearing, there yet dwelt within his bosom as ardent love of country, as entired to be received as much genius, courage, a devotion to her service, as much genius, courage, and instruction, as can well fall to the lot of any single individual.

It is long years since we met, and on this earth we are never to meet more-but we could not let the notice of such a death pass, without the sincere, how. ever inadequate, tribute to his worth, of one who knew it well.

The Board of Health, of Cincinnati, on the 23d of May state, that since the middle of April, there have been 26 deaths by cholera, one half of which happened within the preceding week. Occasional cases of cholera, they remark, have occurred almost every month, since last fall. At Memphis, Tennessee, three of the citizens had died in the week preceding the 15th. The Mississippi had risen 3 to 4 feet, but was on the decline, and not far from low water mark. rise is said to be from the Missouri. Steamboats pass frequently, and which inform the Cholera is raging below, to an alarming extent. The Chehad disappeared from the borders of St. Louis. The Cholera

[Form the Philadelphia National Gazette.] There are two letters at the Post Office with the following superscriptions:
To Michael Barry from Castleyan

Pennsylvania working at the Canal with a horse &c. America.

The other-To Miss Ann Cumings at her Aunt Smith's

in Jersy.

Extract of a letter from Mr. Audubon, dated East PORT, May 20th.

"After scouring the country all round, but one subject for my pencil have I found, and that drawing we have made. Should it rain to-morrow, I shall make another drawing of the "Winter Wrens."— These sweet creatures are singing from the top of every prostrate moss covered log in the Woods— The name of our vessel is the Ripley, our commander's Emery, a person who has been in the Egg* basiness for the markets of Halifax and St. Johns for five years in succession. On the first of June, we sail for Labrador, wind and weather permitting." -[Gaz.]

It is not perhaps generally known, that the

Eggs of the water fowl, which frequent certain spots on the Coast of Labrador and the Islands of those Seas, are to be procured in such immense quantities, that vessels are loaded with them for the above markets, and that they are even brought to Boston.

The Moon.-The substance of the Moon is more known to us than that of the brighter luminary. volume is forty-nine times smaller than the volume of the earth. There is ground for supposing that all of the earth. is solid at its surface, for it appears, in powerful telescopes, as an arid mass, on which some thought they could perceive the effects and even the explosions of volcanoes. There are mountains on the surface of the moon, which rise to nearly the height of three miles, and it has been inferred that it has deep cavities, like the basins of our seas. Caspian lakes have been supposed in it. But it either has no atmosphere, or it is of such extreme rarity, as to exceed the near est vacuum we can produce by our best constructed air-pumps, so that no terrestrial animal could breathe alive on its surface. If then it be inhabited, it is not by beings who have bodies like either men or any of our animated race. The lunar population must be of a far more aerial nature than our present selves, or our most delicate fellow creatures. Only sylphs, spirits, or angels, suit such an ethereal medium. It has a great number of invariable spots, that prove that the moon always presents to us the same hemisphere, and revolves on its axis in a period equal to that of its revolution round the earth. Its dark and bright parts have given rise to the idea, that it has seas, islands, and continents, but it is doubted whether it has any water at all; and it has been supposed, that if it had any ocean, the superior attraction of the earth, especially in conjunction with the sun, would draw the aqueous fluid into a deluge over a large part of its surface. The light-of the moon is 300,000 times more feeble than that of the sun.-From this inferiority, the lunar rays, when collected in the most powerful mirrors, produce no sensible effect on the thermometer. Indeed, they appear to have a cold producing agency, according to the experience of practical men, though philosophers have not yet ascertained the face by direct experiments.— That they have a peculiar and salutary influence on the animal frame, appears to have been actually ex-perienced by some of our countrymen. Other nations declare the same. Its peculiar effects have been so often observed in mental derangement, that this malady has been named lunacy from them; and medi-cal men experienced in such cases, have assured me that in many, there is a visible excitement at the changes of this luminary. Atmospherical changes have also been asserted. We learn from Plutarch, that the ancients believed the moon to produce many singular results, that are enumerated by him. Hence, however beautiful and interesting the moonlight scenery of both heaven and earth is felt to be by all, it will always be wise to recollect that the night is our natural and appointed season for repose.—[Turner's Sacred History.]

RAILROAD CAR WHEELS AND BOXES, AND OTHER RAILROAD CASTINGS.

Also, AXLES furnished and fitted to wheels complete at the Jefferson Cotton and Wool Machine Factory and Foundry, Paterson, N. J. All orders addressed to the subscribers at Paterson, or 60 Wall street, New-York, will be promptly at tended to. Also, CAR SPRINGS.

JB

ROGERS, KETCHUM & GROSVENOR.

BAILWAY IDON

	MAL	MUNAL	THOMS	
Ninety-fi 200 40 800 800	ve tons (do. do. do. do.		do. do. do.	Flat Bare lengths o: 14 to feet counter su holes, ends cu an angle of 45 grees with s
	500n ex	rected.	-	cing plates, no

of Edge Rails of 36 lbs. per yard, with the requisite chairs, keys and , ins.

The above will be sold free of duty, to State Governments, and the Drawback taken in part payment.

A. & G. RALSTON.

9 South Front street, Philadelphia.

Models and samples of all the different kinds of Rails, Chairs Pins, Wedges, Spikes, and Splicing Plates, in use, both in this country and Great Britain, will be exhibited to those disposed to examine them.

NOVELTY WORKS,

Near Dry Dock, New-York.

Near Dry Dock, New-York.

THOMAS B. STILLMAN, Manufacturer of Steam
Engines, Boilers, Railroad and Mill Work, Lathes, Presses, and other Machinery. Also, Dr. Nott's Patent Tulular Boilers, which are warranted, for astety and economy, to be superior to any thing of the kind heretofore used. The fullest assurance is given that work shall be done well, and on reasonable torms. A share of public patronage is respectfully, solicited.

Mour warm encouragement. Wishing you all the success which your enterprize so well merits, I remain, yours, &c.

B. H. LATROBE,
Civil Enginer in the service of the Baltimore and Ohio Railroad Company.

A number of other letters are in our possession and might be submitted upon application, to any persons desirous of perusing the same.

G. LANSING, Engrater on Wood, 35 WALL STREET. 35 All kinds of Machinery correctly drawn, and no ly lengraved.

TO DIRECTORS OF RAILWAY COMPANIES AND OTHER WORKS.

An Engineer lately from England, where he has been employed in the location and execution of the principal railways in that country, wishes to engage with some company in the United States.

United States.

From his practical knowledge of the various kinds of motive power, both of stationary and focomotive engines, also the construction of railway carriages of many descriptions, he has no loubt that he would prove of efficient service to any company having works now in provess.

Letters addressed to W. E. G. 35 Wall street, or to the care of Wm. & F. Jacques, 90 South street, will be punctually attended to. Most satisfactory reference can be given. milt for

TOWNSEND & DURFEE, of Palmyra, Manufacturers of Rail oad Rope, having removed their establishment to Hudson, under the rame of Dayfee & May, offer to supply Rope of any required length (without splice) for inclined planes of Railroa a at the shortest notice, and deliver them in any of the principal cities in the United States. As to the quality of Rope, the public are referred to J B. Jervis, Eng. M & H. R. Co., Albany: or James Archibald, Engineer Hudson and Delaware Canal and Railroad Company, Carbondale, Luzerne county, Pennsylvania.

Hudson, Uniumbia county, New-York,
January 29, 1833. TOWNSEND & DURFEE, of Palmyra, Manual



INSTRUMENTS.

INSTRUMENTS.

SURVEYING AND NAUTICAL INSTRUMENT

AS EWIN & HEARTTE, at the sign of the Quadrant, No. 53 South street, one door north of the Union Hotel, Baltimore, beg leave to inform their friends and the public, especially Eng acets, that they continue to manufacture to order and keep for sale every description of fostruments in the above branches, which they ran furnish at the shortest notice, and on fair terms. Instruments repaired with care and promptisfile.

For proof of the high estimation on which their Surveying Instruments are held, they respectfully beg leave to tender to the public perusal, the following certificates from gendemen or distinguished sclentific attainments.

To Ewin & Heattle.—Agreeably to your request made some months since, I now offer you my opinion of the Instruments made at your establishment, for the Baltimore and Olio Rall-road Company. This opinion would have been given at a much earlier period, but was intentionally delayed, in order to afford a longer time for the trial of the Instruments, so that I could speak with the greater confidence of their merits, if such they should be found to possesse.

It is with much pleasure I can now state that notwithstanding the Instruments in the service procursal from our northern cities are considered good, I have a decided preference for those manufactured by you. Of the whole number manufactured for the Department of Construction, to wit; five Levels, and five of the Compasses, not one has required any repairs within the last twelve months, except flom the occasional impertection of a screw, or from accidents, to which all fustruments are liable. They possess a firmness and stability, and at the same time a neatness and beauty of execution, which reflect much credit on the artists eneaged in their construction.

I can with confidence recommend them as being worthy the notice of Companies engaged in Laternal Improvements, who may require Instruments of superior workmanship.

Superintendent of Construction of the Baltimore and Ohlo Rallroa

I have examined with care several Engineers' instrument I have examined with care several Engineers' instruments of your Manufacture, particularly Spirit levels, and Eurey. or's Compasses; and take pleasure in expressing my opinion of the excellence of the work manship. The parts of the levels-appeared woil proportioned to secure facility in use, and accuracy and permanency in adjustments.

These instruments exceed to ne to possess all the modern improvement of construction, of which so many have been made within these few years; and I have no doubt but they will give every satisfaction when used in the field.

WILLIAM HOWAID, U. S. Civil Engineer.

Bultinore. May 181, 1832

WILLIAM HOWARD, U. S. Civit Engineer.

Bultimore, May 1st. 1833

To Messrs Ewin and Hearttee—As you have asked meto give my oninion of the merks of those instruments of your manuacture which I have either used or examined, I cheerfully reate that as far as my opportunities of my becoming aquainted with their qualities have gone. I have great reason to think well of the skill displayed in their construction. The nestness of their workmanship has been the subject of frequent remark by myself, and of the accuracy of their performance I have received astiguished as the subject of the subject of the subject of the subject of the subject of their performance I have received astiguished the subject of the subject of the subject of the use. The efforts you have made since your establishment in this city, to relieve us of the uscessity of sending elsewhere for what we may want in our line, deserve the unqualified approbation and our warm encouragement. Wishing you all the success which your enterprize so well merits, I remain, yours, &c.

B. H. LATROBE,

Civil Engineer in the service of the Baltimore and Ohlo Rail-road Company.

IF GRACIE, PRIME & CO., offer for sale, at 23 road street-

Cases Gum Arabic

26 do. Danish Smalts, EFFF
10 do. Saxon do. do.
100 bags Salipere
2 do Gall Aus; 90 tons Old Lead
190 do. Triest Rags, FF
6 boxes each 50 lbs. Tartaric Acid
6 do. each 25 lbs. do. do.
1 case 50 bottles Syrop de Vinaigre
10 do Dry St. Persy: 50 do. Bordeaux Grave
10 do Dry St. Persy: 50 do. Bordeaux Grave
10 do Cases White Hermitage; 20 do. Cotale Notie
10 do. Dry St. Persy: 50 do. Bordeaux Grave
100 do Bourton Cloves
100 do. Bourton Cloves
100 do. Molieres Almonds
145 bundles Liquorice Root
4 bales Goat Skins
1 cask Red Copper, 1 do. Yellow do.
DRY GOODS BY THE PACKAGE.

1 cask Red Copper, 1 do. Yellow do.

DRY GOODS BY THE PACKAGE.

10 cases light and dark ground Prints

40 do. 3-4 and 6-4 culcred and black Merinos

15 do. 5-5 colored and black Circassians

2 do. Rik Bandaunas, black and colored

4 do. Italian Lustrings

3 do White Satteens

4 do. White Satteens

4 do. White Satteens

10 do. Borric's Patent Thread, No. 22 and 25

10 do. Super high onl'd Madras Hikks, ent. to debenture

100 pieces Fine English Sheetings, for city trade

2 cases Cantoon Cords

3 do. Super blue, black, and colored Cloths—selected expressly for Merchant Tailors

25 bales low priced poin Blankets.

PAPER—

25 bales low priced poin Blankets.
PAPER—
IMPERIAL AND ROYAL—From the colebrated Saugerties
Mills, of the following sizes, all put up with 480 period sheets
to each ream—
Sixes—21,25. 21,226, 21,234, 20,36, 36,37, 29,241, 27,384,
21,33, 21,33, 21,36, 21,37, 20,34, a.c., a.c.
Also—All the old stock of Medium will be sold at very reduced pricec, to close sales, the Mill having discontinued making that description of paper.

ALSO

ing that description of paper.

ALSO,

Chinese Colored Paper—for Labels, Perfumery, &c.

5 cases each 1600 Sheets Colored Paper

2 do do do do superfine

2 do do do fig. do

3 do do do plain Silvar do

2 do do do Silver do with rad figures

4 do do do Rad do Gold do

5 do do do White do Silver do.

SURVEYORS' INSTRUMENTS. es of various sizes and of superior quality,

waitanted.
Leveling Instruments, large and small sizes, with high magnifying powers with plasses made by Troughton, together with a large assortment of Engineering Instruments, manufactured and sold by E. & G. W. BLUNT, 154 Water street, J31 & corner of Maidenlane.

ENGINEERING AND SURVEYING INSTRUMENTS.

INSTRUMENTS.

The subscriber manufactures all kinds of Instruments in his profession, warranted equal, if not superiot, in principles of construction and workmanship to any imported or manufactured in the United States; several of which are entirely new: among which are an Improved Compass, with a Telescope attached, by which angles can be taken with or without the use of the needle, with perfect accuracy—also, a Railroad Goidom-tr, with two Telescopes—and a Levelling Instrument, with a Goniometer attached, particularly also pied to Railroad purposes.

Mathematical Instrument Maker, No. 9 Dock street, Philadelphia.

The following recommendations are respectfully submitted to Engineers, Surveyors, and others interested. Baltimore, 1832.

to Engineers, Surveyors, and others interested.

In reply to thy inquiries respecting the instruments manufactured by thee, now in use on the Baltimore and Ohlo Bailroad. I cheerfully furnish thee with the following information. The whole number of Levels now in presession of the department of construction of thy make is seven. The whole number of the "Improved Compass" is eight. These are all exclusive of the number in the service of the Engineer and Graduation Department.

Both Levels and Compasses are in good repair. They have n fact needed but little repairs, except from acc denie to which all instruments of the kind are liable have been preferred by my assistants generally, to any other a in use, and the Improved Compass is superior to any other decription of Guellometer that we have yet tried in zing the rails on this Road.

on this Road.

This instrument, more recently improved with a reversit, telescope, in place of the vane sights, leaves the engineer scarcely my thing to desire in the formation or convenience of the Compuse. It is indeed the most completely adapted to later all angles of any simple and cheav instrument that I have yet seen, and I cannot but believe it will be preferred to all others now in use for laying of rails—and in £ct, when known, I think it will be as highly appreciated for common surveying.

Respectively thy trend,

JAMES P. STABLER, Superintendant of Construction of Baltimore and Ohio Railroad.

Philadelphia, February, 1838.

Having for the last two years made constant use of Mr.

Young's "Patent Improved Compass," I can safely say I be
lieve it to be much superior to any other instrument of the kind,
now in use, and as such most cheerfully recommend it to Engineers and Surveyors.

E. H. GlLL, Civil Engineer.

Germantown, February, 1932.

For a year past I have used instruments made by Mr. W.J.
Young, of "histediphia, in which he has combined the properties of a Theodolite with the common Level.

I consider these instruments admirably calculated for laying out Bailroads, and can recommend them to the spice of Engineers are the second than the property of the spice of Engineers and the second than the

neers as preferable to any others for that purpose.

HENRY R. CAMPBLIL, Eng. Philad,
mlly Digitize German and Norrise Ballroad

METEOROLOGICAL RECORD, KEPT IN THE CITY OF NEW YORK. For the Week ending Monday, June 3, 1833, inclusive.

[Communicated for the American Railroad Journal and Advocate of Internal Improvements.]

Date.	Hours.	Thermometr	Barumeter.	Winds.	Strength of Wind.	Clouds from what direction.	Weather.	Remarke.
May2	6 a. m.	59 60	30·03 30·09	ENE	moderate	ENE	rainy—rain scud fr ENE	week, 618.26.
	2 p. m.	61	30.10	NE	}	ENE	i .	Arithmetical mean of the ther mometer for the month, 62°.6.
	6	62	30.11	ENE	light	{∺}		Maximum height of the barometer, 30.37 in.—Minimum, 29.72—
	10	-62	30 · 10		••	{::}	cloudy	Range, 0.65. The observations of surface
u 99	6 a. m.	59	30 05			` '		winds for May give the following
	10	62	30.03	EESE	moderate			results: From the North-Eastern
	2 p. m.	65	29.92	SR				quarter of the compass, including
	6	60	29.85	••				N. 411—from SE. including E. 55
	10	50	29.77	••			rainy—rain	from SW. including S. 32—and
" 30	6 a. m.	57	29.79	NW	modfr'h	NW		from NW. including W. 13.
	10	63	29-85	WNW	fresh	WNW	[NW	The observations of the highes
	2 p. m.	67	29 · 88	www-w		sw by w		observed clouds, or currents, result as follows: From the North
	6	66	29.89	w-wsw	light	sw by w		East'n quarter, 3—from the South
	10	60	29.92	wsw		_		Eastern, 3—from the South-West
" 3	6 a. m.	56	30.02	••	<u>,</u> .	sw by w		ern, 771—and from the North
	10	64	30.05	8W	moderate	••	l ••	Western, 281.
	2 p. m.	72	30.05	88W88E		••	••	Mr. Durant made an escension
	6	67	30.03	8			••	with his balloon on the 29th. He
	10	62	30.04	••		sw by w		left Castle Garden a few minutes after 5 o'clock, with the wind a
June 1	6 a. m.	62	30-10	8W	!	WSW		south-east, and was out of sigh
	10	68	30-13	wsw	1			from the Garden in 25 seconds, be
	2 p. m.	75	30 10	\$8W8	1 1	••		ing enveloped with the clouds
	6	69	30 10	8-88E	light		l	which during most of the day were
	10	66	30.09	8			cloudy	in contact with the earth's surface
" 9	6 a. m.	58	30.08	EW			—thund'r & rain	In 6 minutes after leaving the
	10	66	30.03	88E	moderate	Sas }	(fair with awift)	earth he was above the clouds, the heat had increased, and he had clear
	2 p. m.	76	29.90		1 !	wsw		
	6	70	29.80		i I		—thund'r & rain	prospect. On reaching the ad-
	10	70	29.78	8			—fair	udged height of 16,000 feet, the
" 9	6 a. m.	67	29 . 76	wsw-w		\\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	fair wind scuds fr w	cold became intense and he pre- pared to descend. On approach
	10	72	29 . 79	w	fresh	`} <u>:</u> ;}`	l., ., ., .	ng the earth the noise of surf was heard, (probably from Hurigate and
	2 p. m	80	29 .80	NNW	!	}::{	l., , , , ,	ts vicinity, where the tide of flood was running in its full strength,
	6	66	29 - 91		1 1	NNW		
	10		29 .08	•••	moderate	4144	frnnw	the singing of birds was soon heard and he landed about three quarters
							Year YY-11 above Green above	Mild ito italiana and sight from the
Post 5	relock i	unny DW6	stenesi which	er county, o	nearly so	es from the C	try mail, three from the	Hudson river, and eight from the It will appear from our record

East river or sound, which spot bears nearly north-east from the piace of ascension. It will appear from our record that on the previous day as well as at other recent periods, the upper current of stratum or clouds was observed moving nearly from west-south-west. It was this current which chiefly influenced the course of the balloon; and this ascension serves to strengthen the view which the writer has long entertained, viz. that during the cold winds and rains of our climate, particularly of the spring months, the warm and genial current of south-westerly winds, from the lower latitudes and the Gulf of Mexico, continues to move in its accustomed circuit without interruption, and forming, above the surface winds a superior proper claverior. winds, a super-incumbent stratum of no great elevation.

PORTRY.

The following beautiful lines were found in the pocket of a clergyman, who was instantly killed by a fall from his horse, at

What dost thou, oh! wandering dove,
From thy home on the rock's riven breast?
The fair, but the falcon is wheeling above;
Oh! fly to thy sheltering nest:
To thy nest, wandering dove, to thy nest. Frail bark, on that bright summer sea,
That the breezes now curl but in sport,
Spread cheerly thy sall, for though pleasant it be,
No'er linger till safe in the port:
To the port, little barque, to the port. To the port, little barque, to the port.
Tired roe that the hunter dost flee,
While his arrow's e'en now on the wing,
In you deep green rocess there's a fountain for thee,
Go, rest by that clear secret spring;
To the spring, panting roe, to the spring.
My spirit still hovering half blest,
Midst shallows so fleeting and dim;
Ah! knowest though the Rock, and the haven of rest,
And the pure spring of joy?
Then to him, fluitering spirit, to him!

[From the Boston Centinel and Palladium.] Think not that I love thee as once I loved,
In the hours of my early devotion;
That the dreams my spirit so fondly proved
Lived on with their deeper emotion.
Youth's cherished visions, so pure and bright,
From my bosom have slendly parted,
Like a meteor that flashing across the night,
From the face of the earth has departed. From the face of the earth has departed.
And I can meet thee with placid brow,
With a look like thine own, unaitered:
Thou wilt read no grief in my accents now,
Which had once in thy presence faitered.
Thy lip will smile, and thy cheek be fair,
Thy voice be as sweet as ever,
But to me that forehead and cheek can wear
Their earlier look—oh never. I loved thee them—as boyhood can love,
The spells which around it hover.
Or the one bright form which alone can move,
Till its earliest dreams are over.
I hardly deemed thee a thing of earth,
But a star, o'er my pathway beaming—

Forgot, in each moment of wilder mirth, Reserved for each holier dreaming. Keserved for each holier dreaming.
Yet hast thou worshipped at fashion's shrine
With a heart for her pleasures yearning;
And the artless feelings which once were thine,
Have perished before their burning.
The soul which I fancied too pure a thing,
Too costly for mun to win it,
Hath lost that gentle, untroubled spring
Which existed so quietly in it. Which existed so quietly in it.
And still doth memory turn to thes,
And the beauty that dwelt around thee;
Its brightness and innocence guarded me
From the fancies that night have bound me.
I may not, I cannot, as thou dost, hate,
Though my spirit be sad and lonely—
For the sweetest hours which have blended my fate,
I have ewed to thy presence only.

MARRIAGES.

On the evening of the 4th instant, by the Mayor, Franklin Dr Cost, of the firm of Fish & De Cost, to Caroling Jenkins, daughter of Silvanus F. Jenkins, (deceased,) all of this city.
Last evening, by the Rev. Dr. Anthon, Joseph L. Frank, to Joanna, daughter of James Heard—all of this city.
Monday morning, 3d of June, by the Rev. Cyru s Mason, Mr. Charles L. Rhodes, (of the firm of Pomeroy & Bull,) to Miss Catharine E. Mapes, daughter of the late Major General J. Mades.

CHARLES L. KHORES, (of the firm of Posneroy & Bull,) to miss CATHARINE E. MAPES, daughter of the late Major General J. Mapes.

On Thursday, 30th of May, by the Rev. Dr. McElroy, Mr. D. Montsequieu Hodors, of Norfolkboro, Virginia, to Miss Julia Carenners, of this city.

Last evening, Tuesday, by the Rev. Wm. Ware, Ray Boynton, of the firm of Boynton & Brookes, to Anna, daughter of Joshua Brookes, Eq.

Last evening, (Wednesday,) by the Rev. Dr. McMurray, Mr. Richard W. Expriedday, by the Rev. Dr. McMurray, Mr. Richard W. Expriedday, is the first Esptist Church,) by the Rev. Wm. Parkinson, Mr. Charles A. Bauddouine, to Miss Ann P. daughter of Mr. Charles Postley, all of this city.

At Albany, on Tuesday evening, May 28, Cornelius Ten Strock, Eq. to Georgianna, daughter of the late Geo. Pearson. On Sunday evening last, May 36, Mr. William H. Gibson, to Mrs. Maria Day.

In Albany, on the 25th May, Mr Crawford Livingston, of Hudson, to Miss Caroline C. Chapman.

In New Lebanon, N. Y. Mr. Phineas Cone, merchant, of Hoosic, to Miss Eliza, daughter of Luther Bartlett, Esq. of Williamstown.

In Salisbury, Herkimer Co. on the 8th May, by the Rev.

Evan Evans, Rev. Phineas Camp, of Whitestown, to Mrs. Asnain S. Adams, of the former place.

In Washington, on Tuesday morning last, by the Rev. Edward Smith, Mr. Leonard Grimes, to Miss Octavia Colston.

On the 33d uit. by the Rev. Mr. Blodgett, Mr. Job Reed, to
Miss Amy Bolles, all of Utica.

At Thesford, Vt. on the 6th May, Mr. T. M. Kelley, of Cleveland, O. to Miss Lucy A. Latham, of the former place.

On Thursday evening last, by the Rev. Russel Bigelow, Mr.
James Smith, of Springfield, Ohlo, to Miss Ana Rosser, of Columbus.

lumbus.

At Norwich, on 22d May, Hon. Jabez W. Huntington, to Miss Sally Ann Huntington, daughter of Joseph Huntington, Eaq. of Norwich.

At Hartford, Mr. Henry Sheldon, to Miss Lucinda, daughter of J. Olcott.—Mr. Joseph Howard, of Philadelphia, to Miss Jane, daughter of Mr. James H. Wells.—Mr. James B. Belden, of Hartford, to Miss Julia Pitkin, of East-Hartford.—Mr. Edwin R. Gilbert, of Wallingford, to Miss Ann S. Langdon.

In Springfield, (Mass.) May 19th, Mr. Phillip Attleton, to Miss Sarah Blackman.

In Chesterfield. May 9. Mr. Samuel Carley. of Northampton,

Miss Strain Blackman.
In Chesterfield, May 9, Mr. Samuel Carley, of Northampton, to Miss Electa Todd.
In Boston, May 18, Rev. Henry Lyman, of Northampton, to Miss Eliza Ponel, of Boston.
In Brunswick, Me., May 9, Rev. Samuel Munson, of New Sharon, Me., to Miss Abby W Johnson, B.
In Northampton, May 21, Pordyce M. Hubbard, Esq. to Miss Martha H., eldest daughter of the Hon. Issac C. Bates; on the 28th, Mr. Jonathan Brewster, Jr., to Miss Clariasa, daughter of the late Mr. Elijah Allen.
At Utica, on the 29th of May, by the Rev. Mr. Dorr, Charles Pinchney Kerlland, C. Galles, on the 18th of May, by the Rev. Mr. Dorr, Charles Pinchney Kerlland, C. Galles, on the 18th of May, by the Rev. Mr. Dorr, Charles Pinchney Kerlland, C. Galles, C. Galle

DEATHS.

Last evening, of a libgering liliness, Enward A. Fagar.
On Monday evening, June 3d, in ker 25th age, Mrs. Ann, wife
of John Harr, and sister of John Layden.
This morning, June 3, Wm. Pitt Mason, son of John Mason,
Eq. in the 20th year of his age.
On Saturday last, after a protracted illness, Daniel G. F.
Farbian, in the 21st year of his age.
Yesterday afternoon, after a lingering and painful illness,
Mary Harnah, daughter of the late Theodore Fowler, aged 12
years. years.
This morning, Mrs. Constant Boyd, in the 73d year of her

age.

On Friday afternoon of consumption, Hamam F., wife of Wm. P. Lander, in the 39th year of her age.

In Springfield, (Mass.) May 19, Elizabeth P., aged 17 months, daughter of Mr. David A. Bush.

In Northampton, May 14, Mrs. Mary Smith, aged 30, reliet of Mr. Perex Smith.

In Westampton, May 19, Mr. John Baker, aged 54.

In Hatfield, a few weeks since, Mr. Chester Cowis, aged about 55.

In Westhampton, May 12, Mr. John Baker, aged 34. In Hatfield, a few weeks since, Mr. Chester Cowis, aged about 55.

In Woodstock, Va. May 14, Mr. Homer S. Parsons, aged 28, a native of Middle Granville, Mass
In Huntsburg, Ohlo, May 11, Lewis Hunt, Esq. aged 49, At his residence in St. Luke's Parish, S.C. on the 1st of May, Captain John Graham, in the 50th year of his age.
In Northampton, 13th May, Gen. Charles Hooker, Register of Deeds, for the county of Berkshire.
On Tuesday afternoon, of consumption, Diana, wife of Wm M'Cluure, in the 25th year of her age.
In Watervilet, on the 20th May, Mrs. Catharine Bronk, wife of the Rev. Robert Bronk.
In Pennfield, Monroe. Co., on the 16th May, Mr. William Owen, a soldier of the Revolution, aged 70. He enlisted in the American army at the age of 17, and was in most of the battles whigh were fought during the war. Burled with military honors. At Hartford, Mrs. Cornella B. Dodd, aged 42, wife of the Hon. James Dodd—Mrs. Mary Imlay, 81, reliet of late William Imlay, Esq.—Mr. James Webster, 32, formerly of Gray, Maine. Geo. W. Goodrich, 27, formerly of Rocky-Hill.
At Wethersfield, on the 14th May, Rev. Joseph Emerson, aged 56 years—Mrs. Rhoda wife of Deacon Ebenezer Stillman, 54—Captain James Bin, Jr. aged 25 years.
In Columbus. Ohio, on Wednesday, May 22d, Mrs. Huldah Cutler, formerly of West Brookfield, Mass., aged 67.

REPORT OF DEATHS—WEEK ENDING SATURDAY, MAY 25.

Between the ages of

90 and 100— 0 | 50 and 60— 5 | 10 and 20— 6

80 and 90— 0 | 40 and 50— 5 | 5 and 10— 4

70 and 80— 0 | 30 and 40—15 | 2 and 5— 4

60 and 70— 4 | 20 and 30— 7 | 1 and 2— 7

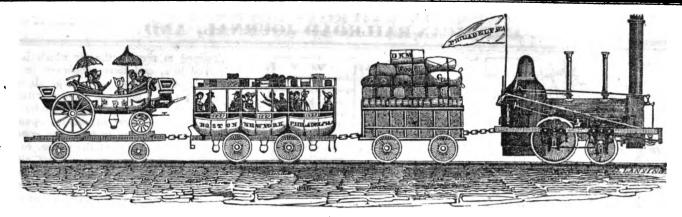
Of and under one year, 20.

Total, 76—19 men, 17 women, 20 boys, 90 girls.

Diseases.								
Abscess 1	Inflammation of liver 1							
Apoplexy 4	Inflammation of stomach. 1							
Consumption	Intemperance 1							
Convulsions 7	Mareanas 3							
Dropsy in the head 7	Mcasies 1							
	Mortification 2							
Erysipelas 2	Palsy 1							
Fever, inflammatory 1	Perinnuemony							
	Pneumonia typhodes 1							
	Stillborn 2							
	Teething 1							
	Whooping cough 2							
Influmination of brain 1								
	PEPHENS, City Inspector.							

PRICES OF RAILROAD	STC	CKS.	
New-York and Harlaemasked	. 97	-offered	96
New-York and Albany			-
Canajoharie and Catakill		_	_
Mohawk and Hudson	142	_	142
Ithaca and Owego			
Saratoga and Schenectady	127		127
Fort Edward and Saratoga	_		
Boston and Worcester		-	
Boston and Providence	114	!	1141
N.York, Providence, and Boston	105		sales
Paterson and Hudson	100		971
N. J. Railroad & Transp. Line			
Morris Canal	109		1074
Delaware and Hudson Canal	_	_	_





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D. K. MINOR, EDITOR.1

SATURDAY, JUNE 16, 1833.

[VOLUME II.-No. 24.

CONTENTS:

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, JUNE 15, 1833.

It is much to be desired that correspondents, who favor us with their views upon new inventions, should avoid every thing like personalities. We are desirous of eliciting free discussions, and equally desirous that they should be free from asperity.

NEW-YORK AND ERIE RAILROAD.-We are much gratified to learn that the books are soon to be opened (10th of July) for subscriptions to the stock of the New-York and Eric Railroad. We have now before us the plan, and shall publish it in our next, which its friends propose to submit to the consideration of the publie, for carrying into effect this important work. It has the sanction of many of our most respectable citizens, as well as of some of our most experienced engineers; and cannot, therefore, we hope, fail to meet with friends who will give it that support which the importance of the work demands.

We understand that the stock for the Brook lyn and Jamaica Railroad has been taken, and that operations are to be commenced immediately.

We have been politely furnished with the Engineer's Report, and a Circular to the Stockholders, of the New-Jersey Railroad and Transportation Company, showing the condition and prospects of that work, which we were desirous to lay before the public this week, but are obliged other matter previously in type.

election for officers:

At the Annual Election of Directors of the New-Jersey Railroad and Transportation Company, held at Newark on the 4th instant, the pany, held at Newark on the 4th instant, the following gentlemen were elected, with great unanimity: Gen. John S. Darcy, A. W. Kinney, A. W. Corey, and Z. Drake, of Newark; William W. Woolsey, and A. Dey, of New-York; Thomas Salter, of Elizabeth-town; George P. Molleson, of New-Brunswick; and William R. Allen, of Burlington.

At a subsequent meeting of the Board Gon.

At a subsequent meeting of the Board, Gen J.S. Darcy was unanimously elected President; A. W. Corey, Treasurer; and John P. Jackson, Secretary.

We extract from the April number of the "London Repertory of Inventious," ' specifications of two patents recently obtained there, which we think will be useful to those who are concerned in constructing railways in this country, as well as iron founders, and in fact, to all who are in any way interested in the progress of internal improvements. If they are important (and we think they are), it will be a matter of gratification to us to elicit from some of our numerous subscribers their opinion as to the utility of them. From directors, and others engaged in constructing railways, we especially invite communi-ly trie cutions—no matter what view of the matter road. they take, our columns are open for their opinions, confident that by discussion the real value of the invention will be arrived at.

JAMES WRIGHT US. THE BALTIMORE AND OHIO RAILROAD COMPANY.—The trial of this interesting case has at length closed. The suit was brought for an alleged invasion of a patent, obtained by the plaintiff in September, 1829, for the discovery of a new principle in railway cars, whereby curves of any radius may be traversed with equal facility as straight roads. It was specified, essentially, as a combination of conical wheels with vibratory axles. It was proved that in July, 1829, Ross Winans, then in England, constructed a car with conical wheels, and axles to run in his patented friction wheel, an incidental property of which last named wheel is a vibration of the axle within the periphery thereof. That after experimenting with said car on the Liverpool and Manchester Railway, it was sent to the United States, where it arrived in the fall of 1829, and was used for several disagreeable or pernicious vapor; and it enato lay before the public this week, but are obliged weeks on the Baltimore and Ohio Railway, bles the director to travel without the encumto defer it until next week, to make room for when it was finally thrown aside—neither it brance of a tender, as the fuel and the water

The following shows the result of the annual || ing used thereafter. Though this car appears to have possessed the properties specified in the patent of the plaintiff, (a combination of cone wheel with vibrating axle,) it does not appear that the vibration of the axle was declared and maintained as a principle of the machine, in the

view of the inventor or of the user. In May, 1830, the Baltimore and Ohio Railroad Company put upon their road a car, the invention of which they claimed for their chief engineer, as a new and important achievement; the car proving eminently successful, the Com-pany from that time constructed their cars on its plan. Hereupon the plaintiff brought his suit

After a laborious investigation of the case for 25 days, during which the learned counsel on both sides evinced great zeal, ingenuity, and ability, the case was committed to the Jury,

ability, the case was committed to the Jury, who, this day, at 10 o'clock, rendered a sealed verdict, which, being opened by the Court, was found to be for plaintiff—damages \$2,100.

This morning, on motion of the plaintiff's counsel, the Court entered judgment for \$6,300, being triple damages, according to the patent law. We understand the defendants have appealed on the case.—[Relt paper] pealed on the case.—[Balt. paper.]

PHILADELPHIA, June 7. The Locomotive Engine, called the Pennsyl vania, invented and patented by Colonel S. H. Long, of the United States Army, has been fairly tried and approved on the Germantown Rail-

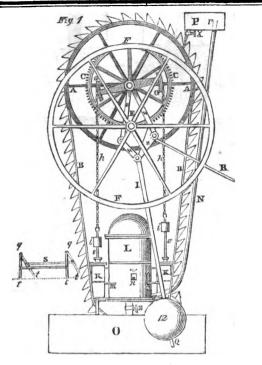
Recent experiments have shown that the Engine is fit to draw thirty-two tons, easily, on a level road, at the speed of fifteen miles an hour. The whole weight of the engine is four tons

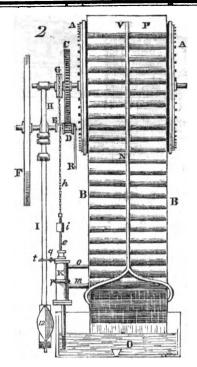
and a half; the boilers evaporate two hundred gallons in an hour, in which time they require the consumption of something less than two bushels of anthracite coal, the only fuel used.

The wheels are made of wood, each with an iron tire of three parallel concentric circular bands, cheap in price, but very substantial, strong, lasting, and efficient.

Col. Long has employed himself, for some

time past, on experiments for the application of the heat produced by Anthracite coal to the production of steam for locomotive engines; and has succeeded in a degree above the most sanguine expectations with which he started. With his arrangement of the furnace and the flue, anthracite may be used, for raising steam, more advantageously than the best pine wood. It sends forth no sparks to burn or alarm pas-Inor any other car of the same construction be lare both carried on the engine. [Daily Chron.]





of different descriptions, to be called "Hains-selin's Motive Power." [From the Repertory of Arts, &c. for March.]

No. 1 represents a front view of the machine, and No. 2 a side view; similar letters of reference are used to denote similar parts in each view. A A is a large drum; B B, an endless series of reservoirs, or (as they would be called on a water-wheel) buckets, each fastened by a hinge joint to the other, so as to form an endless chain passing over the drum; CC is a cogged wheel, working into the pinion D, and E is an eccentric, more particularly explained hereafter; F F is a flywheel; G G is a balance beam, carrying the through which the water which works the engine is raised; O is a reservoir to receive the water from the descending buckets, and P a reservoir to receive the water from the pipe N.

When it is required to make one of the said machines, the following details must be observed: Suppose, for instance, it is required to make one on my plan, equal in power to a steam engine of which the expansive force thereby made to work the pump rods e are fixed to a act upon that part of the pendulum which I call the escapement, at r, thus propelling the pendulum to one side, while, as soon as the escapes thereby made to work the pump rods, while is equal to a resistance of 1,000 lbs. in a second. It will be seen that air and water are the two principal agents in my machine. Vegree of tension, and keep the beam on a Water, it is known, weights from 60 to 62 lbs. just balance. The strong cast iron cylinder the cubic foot, and it requires 32 cubic feet of L must be capable of resisting the force of at H H H, which I have called the escapeair to balance one cubic foot of water; and I the condensed air which it is intended to conhave found by various experiments, that my tain, say at least 240 lbs. The interior of nished with the weight I 2, which may be raised machine employs about three-fourths of its this cylinder is furnished with a division, by or lowered on the rod I, by terning it to the power to produce its own action. From these which an upper and lower chamber is form-premises it results, that, in order to have a machine on my plan equal to 1,000 lbs. per which the pumps K K feed it with, by means motion may be further regulated by the segsecond, there must be 4,000 lbs. of water in of the pipes m m, at every stroke of their ment bar and adjusting screw K, which exthe descending buckets, and 200 cubic feet of air condensed in the cylinder L, by means litself from the air which may have been pump-lof the escapement at pleasure, and thus allows of the air pump M, which is worked by hand ed in with it, and which is suffered from time an increased or diminished action of the ecby a lever handle.

ed together by hinge-joints, in such a man-ner as to form an endless chain of buckets, this lower chamber that the water is suppli-stop the machine, or put it in action when retheir motion being so contrived that they de- ed to the upper reservoir P.

Pierre Nicholas Hainsselin's Machine or Mo-||empty at the other side; the drum being tive Power for giving Motion to Machinery about 3 feet 6 inches in diameter, 25 of these kets, which should be just equal to what is buckets can retain water at the same time, and in order that the united weight of their contents may be 4,000 lbs. it is necessary that each of the 64 buckets shall be of a size (whatever be their form) conveniently to hold 160 lbs. of water.

In order to supply the 25 descending buckets with the required quantity of water, the two pumps K K are placed a little above the lower reservoir O; the rods of these pumps plumb with the extremities of the balance beam G G, by which they are worked.

The capacity of each of these pumps should vided into two parts by the division p, the upper part being furnished with the piston of a force pump; the same rod, e, works both the piston of the upper part of the pump chamber, and the valve of the lower part of the centric fixed on the axis of the fly-wheel is to the piston of the valve of the lower part of the centric fixed on the axis of the fly-wheel is to the piston of the valve of the lower part of the centric fixed on the axis of the fly-wheel is to the piston of the pump chamber. pistons; and in this chamber the water frees to time to escape at the cock n, when a quan-The drawing represents 64 buckets, fasten- tity has collected sufficient in any way to re-

destined to receive the air which is to be forced into, and thus condensed in it, by means of the small air pump. It will be seen that two pipes oo communicated with the upper chamber of the cylinder L and the upper chamber of the two pumps K K: these pipes are to let in the condensed air upon the tops of the piston, to cause the downward movement of their alternate action; q q are two valves, each furnished with a lever t t, which levers are connected by a pointed cross-bar S, as shown in plan in the margin of the drawing No. 1. As the two arms or levers t t of this contrivance project beyond the vertical line of the pendulum I, they are acted upon alternately by the vibration of the pendulum, thus alternately opening and shutting the valves qq. The lower reservoir O may be of any convenient capacity, but the upper reservoir P should at least be able to contain as much water as 25 of the buckets can hold, and the ascending pipe N, through which the water is raised from the lower chamber of the cylinder L, to the upper reservoir P, should be of such a diameter as to contain exactly the quantity of water required to fill three of the buckets.

The cock X is to regulate the descent of the water from the reservoir P into the bucpumped up by each pump at each stroke of the piston. An air cock is attached to the top of the upper chamber of the cylinder L, and is to let a portion of the condensed air escape when its too great density causes the engine to work at too rapid a rate.
Z is a cock for emptying the lower cham-

ber of the cylinder L, when necessary for repairs or otherwise, and a similar cock or valve should be made to the lower reservoir O, in case, at any time, it should be required to empty it.

As it is necessary that each bucket as it be such, that Each stroke of the piston should empties itself should be replaced by a full raise a column of water to the upper reser- one, the pinion D should be so regulated with segment of a circle at each end; II II H H is woir P, sufficient for the supply of one buchwhat I call an escapement for I, which is a pendulum, and I2 is the weight of the pendulum; which may be called hydropneumatic, are two pumps; L is the main cylinder of the machine; M, an air pump; N, a pipe ference being that the pump shade of the same axis with the eccentric E,) one of the

pands or contracts the jointed bars H H H H centric on the part r of the escapement.

R is a lever to throw the pinion D in and quired, and it may be well here to describe scend full at one side of the drum, and rise. The upper chamber of the cylinder L is that this is effected by means of a small arm,

Digitized by GOGI

away from this arm, the fly-wheel and all upon its axis stops, and the pinion turns harmlessly with the toothed wheel.

Having now described the various parts of the machine in operation. First, put a sufficient quantity of water in the reservoir P to quantity in the reservoir O; then open the cock, X, of the upper reservoir, and by means the chamber. of the lever R, throw the fly-wheel out of gear with the pinion D. By continuing to press lightly on this lever, R, it will cause the be applied to any of the ordinary purposes flange, oo, to rub against the wheel c, which for which the power of steam-engines are now it must, by means of the friction thus caused, be allowed to turn slowly, so as to give time to the 25 buckets to fill themselves. The moment the whole of the 25 buckets are full, the pinion must be smartly thrown into gear with the fly-wheel F, and by means of the lever α of the air pump M, the upper cham. ber of the cylinder L must be charged with air. It will be known when it is full by the sudden resistance the air will make when that is the case. The two foregoing operations will only be necessary when the machine is put in motion for the first time, er when afterwards, for any purpose, it may have been emptied of its air and water.

The machine is now ready to act, and it will only be necessary to give the first impulse to the pendulum, which, being done, the weight of the water in the 25 full buckets will cause the drum to rotate, as also the teeth. ed wheel c; this will act upon the pinion D, which it worked into, and will cause the eccentric E, and the fly-wheel F, which are fixed upon the same axis, to revolve, the fly-wheel being so arranged as to make just half a revolution during each vibration of the pendulum.

The eccentric E, which is fixed upon the axis as the fly-wheel, will always act upon

left, as the case may be.

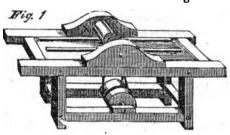
correspond with the speed of the fly-wheel in a small frame, fig. 2, two and a half feet strap or gearing is a very expeditious mode This weight, I, 2, should be of such a weight that when vibrating by its own weight, only, it will have the power to give full three strokes to the pumps K K. This pendulum, which is fixed on the same axis as the balance beam G G, will give an alternate movement up and down to each arm and segment of the beam, and these segments being connected with the rods e e, of the pumps K K, by means of the chains hh, their motion will work the pumps, and raise the water from the lower reservoir O to the upper P, through the lower chamber, of the cylinder L, and the ascending pipe N, whence it will flow again through the cock X, to fill in succession the high, and of sufficient strength to support 64 buckets of the machine.

The pendulum I, in its passage from * to *

which, when in gear, protrudes through a hole || the small openings $p \, p$, cut in the chamber for in the flange; O O of the pinion is drawn that purpose, and, escaping there, relieves the piston of the pressure, while the balance weights, i i, keep the chain, hh, stretched out, and the balance beam GG in equilibrio. -In order to preserve the density of the air my said invention, and their several uses, I in the upper chamber of the cylinder L, will proceed to describe the mode of putting the operator must occasionally pump the chamber full of air, by means of the pump M; if this be done every five or six minutes, fill 25 of the buckets, and about the same it will prevent the necessity of spending two hours when the machine first starts to charge

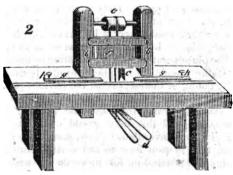
Now, whereas it is evident that the power of the machine hereinbefore described may used, I claim it as my invention, &c., &c.

Description of Tichenor's Patent Machinery for making Window Sash, Pannel Doors, Window Blinds, and Pannel Work generally. Communicated by the Proprietors, for the American Mechanics' Magazine.



For making window sash, &c. the plank by the use of circular saws, which are set on proper frames, for that purpose, the operation and construction of which are too generally known to need description.

The planing is done on a wooden frame, fig. 1, made of timbers four by five inches square, six feet long, two feet wade, and three feet high; on the top of this frame, which is the pendulum, and secure to it its vi. a smooth surface, made so by plank laid brating motion while the length of the strike level with the top of the plates, stands a cirwill be easily determined by opening or cular cylinder, X, with cast steel knives or shutting the escapement H, which is perform. cutters, under which the stuff is passed to be ed by turning the screw either to the right or planed while the cutters are in rapid motion. This cylinder may be raised or lowered By raising or lowering the weight, I, 2, so at pleasure, to cut the thickness of the stuff as to make the vibration of the pendulum to be planed. The small morticing is done



two upright standards or posts, b, in which The pendulum I, in its passage from * to *, grooves are made for a slide to move; in the the tenoning, by chisels, ϵ , set in a similar strikes alternately the arms of the lever tt, slide are two chisels, ϵ , set for making the frame and driven by a crank; the chisels are which opens and shuts the valves qq, in order to der alternately to let escape and confine the two treadles or levers, d, which are moved leave a relish as in a mortice made by hand; air in the upper chamber of the cylinder by the foot, one to press it down, and the other one or more holes are bored to start from.

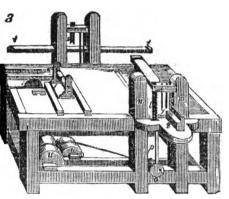


Fig. 3 represents a wooden frame of timber four inches by five inches square, eight feet long, six feet wide, and three feet high, to the top of the plates, with girts a sufficient height from the bottom to hang the drumcranks, &c. on the frame. The following kind of work is done: the stuff, being planed, is taken to a small circular saw, i, set in motion on one end of the frame, and cut to an exact length by the aid of a wood slide gage, which can be set to any length, and can be screwed by set screws or keys. The next operation is tenoning: a small frame or gate, \hat{k} , similar to a common saw gate, is fixed on the side of the large frame: in the top of the small frame are set two chisels, v, of sufficient length for tenoning small stuff: there are two saws, I, hung in the same gate or frame, for tenoning larger stuff for doors, &c. one of which can be used for dove-tailis sawed up into proper lengths and widths ing, with proper gages. In the same gate or frame is hung an instrument, called a coper, m, which is constructed of a flat piece of steel, secured on just far enough forward to serve as a gage for cutting the coping sufficient deep to form a correct fit to the moulding of the sash. The gate, or small frame, is hung within two perpendicular posts, n n, screwed on the side of the main frame, on which posts are fastened two bars of round iron, polished, and fitted for the gate to slide on; immediately under this gate, and on the lower girts of the main frame, hangs an eccentric wheel, o, to which a pitman, p, is attached, which connects with the gate or frame in which the saws, chisels and coper, hang, and when put in quick motion by a of making tenons, &c. This is done by passing the stuff along by the wooden gage, q, under the chisels, y, or up to the saws, as fast as they cut clear; a screw gage is fixed to regulate the length of the tenons; when large tenons are made by the saws, the shoulders are cut by a small circular saw, i, hung for that purpose at one end of the main frame, over which the stuff is passed by a wooden gage, so as to gage it just deep enough, and moveable at pleasure.

The boring is done by a spoon-bill bit fitted in a small arbor, r, set in motion at either side of the main frame, and is kept in its place by slide gages. The morticing is done on the opposite side of the main frame from L. The portion of the air which the alternate motion of the valves qq allows to pass into the upper chamber of the pumps K K expands, and acting with all its force on the morticed is kept in its place by the gages, the morticing is completed by passing the chisels. The stuff to be morticing is completed by passing the chisels. The stuff to be morticing is completed by passing the chisels, the expands, and acting with all its force on the morticed is kept in its place by the gages, the mortion of the stuff along under the chisels, the morticed is kept in its place by the gages, the mortion of the stuff along under the chisels, the morticed is kept in its place by the gages, and acting with all its force on the morticed is kept in its place by the gages, the morticing is completed by passing to the chisels. The stuff is kept true to its place by slides or gages. The morticing is completed by passing the chisels, the expands, and acting with all its force on the morticing is completed by passing the chisels. The stuff is kept true to its place by slides or gages. The morticing is completed by passing the chisels, the expands, and acting with all its force on the morticing is completed by same as in tenoning; a gage, t, is hung out at each end to govern the exact length of the

aitized by

successful operation for upwards of six months sible of this heat from the furnace, without man nature will show," says Mr. Colquhoun, at Ithaca, Tompkins county. One man and in the least lowering the temperature to "that when a man gets on a little in the two boys make, on an average, twelve hun- which the iron must be submitted in the world he is desirous of getting on a little furdred lights, seven by nine and eight by ten operation of puddling. Where it is possible ther." Such is the growth of provident hawindow sash, per week with ease, making the to expose the whole external surface of bits that it has been said, if a journeyman

The proprietors, Messrs. W. & J. Woodare about to be erected in the following counties: Courtlandt, Tioga, Steuben, Cayuga, Oneida, Jefferson, Genesee, and Orleans.

Improved Rotary Steam Engine. By PHILO. To the Editor of the American Mechanics' Magazine.

LANCASTER, Pa. May 11, 1833.

SIR,-The "Improved Rotary Steam Engine," of which drawings and a description are given in the third number of the American Mechanics' Magazine, is not the invention of "Mr. Mollery, of Oswego," whom it is credited in that Journal, but of Phineas Davis, of York, in this state. An engine precisely similar in principle, and differing very little in construction, was made by Mr. Davis, and used as the moving power of the Steam Clover Mill, which was burnt in the borough of York thirteen or fourteen The inventor, in connection vears ago. with other gentlemen, was subsequently engaged in constructing an engine on the same principle and plan, at the foundry of Rush and Muhlenburg, in Philadelphia. That engine was intended to be applied to propelling a boat in the Delaware; the enterprise however failed -from some cause which is not distinctly remembered. There are many persons at York who would, from the drawings of Mr. Mollery's engine, at once recognise the identity of the machines. Mr. M.'s engines, "of such dimensions that a man might easily carry one in each hand," are stated to propel a small vessel "of the size of a common canal boat," at the rate of "ten miles an hour," one engine being applied to each wheel. We will not question the correctness of this statement, but do not perceive, from the drawings or description, any such variation, in the construction adopted by the New-Yorker, as seems sufficient to account for a more successful application, by him, of the principle to steamboat navigation, than was accomplished by the original inventor. I am, sir, yours, &c.

Рипло.

Patent granted to Daniel and George Horton Iron Masters, Leys Iron Works, Stafford co. England, for an improved Puddling Furnace, for the better production of manufactured iron, in the process of obtaining it

having undergone the action of the renning that this system has, to our certain know-furnace, requires a degree of heat for its returnace, nd that in more places than one. However, publication alone insures private rendered useless. They conceive that the refining furnace may be altogether dispensed days for purposes acting so exactly on each with and they suggest a process whereast their combination would be a very

One of these machines has been in lis to disperse and carry off as much as poscost of the labor, allowing liberal wages to the hands employed, less than one cent per light.

The proprietors, Messrs. W. & J. Wood- of plates of iron, fitty prepared, and the ed great attention on the state of the laborward, of Ithaca, will give any information on stream of atmospheric air will carry off a ing poor, declares he never knew an instance the subject, and offer to sell rights for large or small districts of country. These machines consumption of the material of the furnace.

patentees would surround their furnace with men: if they do not the work better, they a series of pipes, so constructed as to serve as bridges for the furnace; and these pipes I would sooner have in my trade a hundred should be made to circulate rapidly a strong men who save money, than two hundred who force of water, perpetually supplied, and re- would spend every shilling they get. In progularly carried off as it becomes heated. Of portion as individuals save a little money course, other means might be suggested; any good conductor of heat may be applied to that little, and there is a superior tone given to the surface of the furnace, and the superflu- their morals, and they behave better for knowous caloric may be carried off by radiation or otherwise.

They commence their process by throwing on to the bars of the furnace a quantity of the slag, ore, or scoria of the smelting furnace, and when that is in a state of fusion they throw in the pig iron, without its having undergone the usual operation of refining. When it is melted, the heat is increased until the iron boils; and the puddler works it until the slag or earthy matter is all carried away, and the iron remains pure: it is then ready for the forge hammers, or other proofs of its malleability. The patentees claim as their invention, only, the carrying off some portion of the heat from the exterior of the furnace itself, and that by means of atmospheric exposure, or aqueductory pipes.

Patent granted to Geo. Jones & Co., of Wolverhampton, Stafford co., England, for an improvement in making malleable iron.

This patent carries much further the simplifying process than that granted to the Messrs. Hortons. The practical men who have united in securing its advantages to themselves, have seen, like Messrs. Hortons, the uselessness of the refining furnace, but they purpose to carry the metal, in its first fusion, at once from the smelting furnace to the puddling furnace. They have no pigs at all: pig iron is a waste of time and material.

There is no occasion, they say, to use fuel to heat over again the iron after it has cooled in the form of pigs. They would have it retain the heat of the smelting furnace, and thence they would carry it by hand, in ladles, or in pails, or by any other utensil adapted to the purpose, at once to the puddling furnace.

If the accidents of place would permit, they could, of course, prefer the obvious plan of carrying the smelted metal by a pipe, or channel, or drain, from the one furnace to from the pig.

These gentlemen have found that pig iron, having undergone the action of the refining that this system has, to our certain know-

Economy.—"A slight knowledge of hu-Wherever such exposure is impossible, the dividuals who save money are better workbehave better and are more respectable; and their morals are much better; they husband ing they have a little stake in society.' is scarcely necessary to remark, that habits of thoughtfulness and frugality are at all times of immense importance.—[Wilderspin's Early Discipline.]

> Two hundred and thirty boats passed the town of Paterson, (N. J.) in the *Morris Canal*, from the 20th of May, the 1st instant. The advantages of this canal, it is said are now becoming known.

> At a recent session of the Circuit Court in Sussex County, (N. J.,) G. Bartlett recovered \$1500 of the Morris Canal Co. for damages sustained in consequence of his forge and mills being interrupted in their supply of water during the time the canal was

The New Locomotive .- The new eight-wheeled Locomotive Engine Barmoell, received by the line ship Sutton, was set up and placed upon the Rail-road in the short period of three days. She was put in operation yesterday afternoon, and we feel pleased to say, from the partial trial made, was found to exceed the most sanguine expectations. She ap-peared to perform much better than any engine which has yet been in operation—the steam was raised to 50 lbs. in 27 minutes, in consequence of the superiority of her draught, and the smoke was thrown off freely, and in a manner to cause much less inconvenience to passengers than has been heretofore ex-perienced.—[Charleston Courier.]

STEAM OMNIBUS .-- Monday afternoon, an omnibus worked by steam, on a new and ingenious principle, was tried on the Paddington road. The inventor is Mr. Walter Hancock, of Stradford-le-Bow, who has obtained a patent for his very useful discovery. The machine altogether does not exceed the space which an ordinary omnibus with horses attached would oecupy, and the appearance is peculiarly neat. The body is capable of accommodating fourteen persons, the engine dividing that from the furnace in the rear. The passengers experience no inconvenience from heat, and coke being the fuel employed, there is no annoyance by smoke. The engine works on a crank, heat, and coke being the fuel employed, there is no annoyance by snioke. The engine works on a crank, not on the axle, and the propelling power is applied to the wheels by means of iron chains. The chief recommendation, that which timid persons will consider most, is that there can be no possibility of explosion. The propelling power is equal to from 15 to 20 miles an hour, but even when the steam is raised to its very highest pressure there is no risk, the water being deposited in several iron pipes, or what are termed chamber boilers, with a valve to what are termed chamber boilers, with a valve to carry off the superfluous steam. The guide, who sits in front, has complete control of the vehicle, and can arrest its progress instantaneously. It left the Patent Steam Coach Company's yard, in Charlesstreet, City-road, at four o'clock, with a full comrefining furnace may be altogether dispensed with; and they suggest a process whereby the puddling may be conducted on a more economical and efficient plan.

Their improvement is extremely simple in its principle. It is the excessive heat which destroys the furnace; therefore, their object and money.

The furnace may be altogether dispensed days for purposes acting so exactly on each other; their combination would be a yet greater improvement. In both cases the refining is dispensed with. If portability be no object, and local circumstances are favorable interested to the rate of ten miles an hour. It is increased to the rate of ten miles an hour.

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To the Editor of the American Railroad Journal:

Sir,-Whether my remarks on the Guard Rail were "uncalled for" will be a question settled in the mind of every reader of your Journal, by the views he may entertain of the intention of an inventor when he announces his improvement. If he places his specification before the public, and leaves its merits to the principle, every one forms his own opinion from it; but, if not content with this, he claims that it is for certain reasons superior to all other metho's, and these reasons are believed not to be sound, every one is called upon, by the interest he has in the common prosperity, to show why the merits of the invention in question ought rather to be asserted on other and more tenable grounds.

Thus, when Mr. Bulkley gave as a reason why the Guard Rail should be preferred to tim-ber, that the latter "bruised" under the iron, having long since published the remedy for this accident, it was my duty to mention it.

Again, when he claims for his cast iron rail that wrought iron exfoliates, to remind him that, though such effect was feared, it had been found, on experience,—not to occur to any great extent, was fair.

When he claims for his combination, that is is strong, "on the same principle as an arch," though he disclaims "calling" it an arch, I must ask pardon for my dullness in not being

able to make the nice distinction he does.

If, then, I have "misrepresented" his invention, it was not surely intentional; and if I now perceived that I had, it would be admitted

frankly, and due reparation made.

But, sir, the journals of science in England carry on such investigations as these without asperity and personality. No man is there accused of arrogance for expressing his opinions any more than inventors are for setting up the offspring of their brains above all comparison. Your Journal will lose something of its usefulness, if the temper of such discussions compel your correspondents to assume fictitious signatures. Few will undertake, under their own, to help on the great cause of American competition with England, in the arts that sustain a nation, unless it can be done without offending. If Mr. Bulkley's invention is sound, he may have in this inquiry taken some useful hints—to guard his Guard Rail at its weakest points, and have been more benefitted than injured; but I forbear to be again exposed to the imputation of arrogancy, in this intimation. In taking leave of the subject, permit me to invite his informant to state the circumstances under which such premature or early decay of timber rails took place—the kind of wood—the breadth of iron—the weight of load—manner of fastening—embedding—support, &c.

For, it is very interesting to the interior of

this State how railroads may be made without absorbing so much capital as to be inferior property and fall below par. Unless we can, from the beginning, keep the stock up justly, there will be hesitation in embarking in these works.

Thus believing, must be my apology for oc-cupying so much space in your valuable pages J. L. SULLIVAN. on this subject.

To the Editor of the American Railroad Journal:

Sir,-In my communication on the subject of the "Guard Rail," in the last number of your Journal, I perceive in the seventh paragraph the word log printed cog, in four different lines; please to have the goodness to have it noticed in the next number of your Journal. And in the next succeeding number of your Journal, I propose, with permission, to take proper notice of the communication of Uriah A. Boyden, which appeared in the last number of your Journal.

Respectfully, yours, New-York, June 12, 1833. R. BULK BY.

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METEOROLOGICAL RECORD, KEPT AT AVOYILE FERRY, RED RIVER, LOU. For the months of March and April, 1833-(Lat. 31.10 N., Lon. 91.59 W. nearly.) [Communicated for the American Railroad Journal and Advocate of Internal Improvements.

Date.	te. Thermometer.		Wind.	Weather, Remarks, &c.							
1833.	Morn.	Noon.	Night.	W that.	wuner, Remarks, Gc.						
March 1	39	36	32	N-severe	cloudy—rain and spits of snow (the first this winter)						
" 2	28	42	38		clear—calm evening—icc—martin birds appeared						
" 3	30	50	49	calm	all day						
" 4 " 5	39	62	60 62	se—light calm	cloudy—calm evening —rain all day						
,	5 2 58	60 59	56	N	—rain in the morning—evening clear and calm						
" 6 " 7	46	58	52	calm	—rain all day						
" g	48	59	58		clear all day						
۰ğ	40	66	63	calm							
4 10	47	70	66	s—light	··· , ;; ,						
" 11	56	70	67	s-severe	cloudy all day						
4 12		71	64 56	calm	—calm and rain all night —rain in the morning						
" 13 " 14		58 62	61	Catilli	rain in the morning rain all day						
" 14 " 15		58	53	l ::	— and night remarkably heavy						
" 16	58	62	62	l ·	foggy morning-rain and thunder severe all day and night						
4 17	63	64	64		cloudy—rain and thunder all day and night, severe and heavy						
" <u>1</u> 8	65	66	64	-severe	gales —						
" 19	68	73	72	calm	rain-light showers in the evening-wind s and light						
" 20	60	70	74 59	calm	cloudy—evening clear and calm						
" 21	51 47	68 73	64		clear all day and night—planted corn, beans, &c.						
" 22	56	68	62	::	rain in the evening-wind NW and high all night						
" 23 " 24	54	78	66	NW	— calm evening						
" 25	54	71	65	calm	cloudy morning—clear day						
" 26	54	74	64	}	cleer—rain at night						
" 27	60	71	65		cloudy—min and thunder at night from NW, high						
" 28	56	52	49	NW	—wind high all day and night						
u 29	41	59	56 58	N—light	clear —gathered turnip and mustard seed —light white frost						
" 30 " 31	40 42	61 66	67	E—light	all day and night—Red River at a stand						
•	58	63	64	se-strong	cloudy—rain & thunder afternoon & night—gathered mustard & turnip seed						
April 1		76	70	calm	foggy morning—clear day						
" 3		80	71		clear-planted sweet potatoes, two acres						
" 4	60	72	64	NE—light	all day—Red River rising						
" 5		74	62	1	severe till 12, midnight						
" 6	60	66	62 66	se—light	cloudy—light thunder showers all day—calm at night—rain and thunder clear						
" 7	60 54	73 76	63	calm	CIEGT UNITED TO A CONTROL OF THE CON						
"8		78	67	Cann	l ::						
" 10		74	70	l ::	cloudy evening—wind s						
" 11		75	69	8	all day						
" 12	61	80	66		clear—cloudy night						
" 13	58	72	62	NE	evening, wind N, and heavy thunder and rain, and at night						
" 14		58	60	NE-strong	cloudy—calm late in evening and night morning—evening light showers and calm						
" 15		66 70	61 64	w—light w—light	cloudy—evening light showers and calm—peas ripe						
" 16 " 17	57	72	61		clear						
" 18		76	67	N—light	—calm and cloudy night						
" 19		74	68	E-light	cloudy—calm—clear evening and night						
" 20	66	78	71	calm	morning						
" 21	65	82	27		clear						
" 22	70	84	74		at 5 p. m. shower and very heavy thunder						
" 23 " 94	64 64	85	72 78		as a b. mr sunmer start and analy moreal manages						
" 24 " 25	65	82 82	74								
" 26	65	83	76	sr—light	cloudy morning—clear—calm day						
" 27	66	81	73	am_high	clear [then calm and cloudy						
" <u>28</u>	72	65	63	SE-severe	cloudy—at 12, noon, a severe gale and rain from w, continued until 4 p. m.—						
" 29	65	80	74	l celm	even's a night, heavy thunder showers—new pointoes it for use						
" 30	70	80	76	i se—light	clear—evening, wind high—sweet potatoes come up						

Note.—Red River rose in March 2 ft. 10 in.; and in April it had risen 4 inches, which is within 31 inches of extreme gh water of 1838. ** The thermometer is exposed in a large gallery, opening to the east. high water of 1828.

Babbage on the Economy of Manufactures. [Continued from page 361.]

window which separates two adjacent panes of solly the finer and more expressive lines for the glass. Being much stronger than wood, it can be considerably reduced in thickness, and con
120. An instrument not very dissimilar in be accomplished, the print would be exactly

114. It is sometimes required that the iron thus produced shall not be of uniform thickness throughout. This is the case in rolling iron for railroads, for which purpose greater depth is required towards the middle of the rail, which is at the greatest distance from the supports. This is accomplished by cutting the groove in the rollers deeper at those parts where additional strength is required, so that interposing between the two pieces to be cut the hollow which surrounds the roller would, if it could be unwound, be a mould of the shape

the iron is intended to fit.

115. Vermicelli.-The various forms into which this paste is made are given by forcing it through holes in tin plate. It passes through them, and appears on the other side in long strings. The cook and the confectioner make use of the same method; the former in preparing butter and ornamental pastry for the table, the latter in forming the cylindrical lozenges of various composition.

of copying with Altered dimensions. 116. Of the Pentagraph.—This mode of copying is chiefly used for drawings or maps: the instrument is simple; and, although usually employed in reducing, is capable of enlarging the size of the copy produced. An automaton figure, which drew profiles of its visiters, and which was exhibited in London a short time since, was regulated by a mechanism on this principle. A small aperture in the wall, opposite the seat in which the person is placed whose profile is taken, conceals a camera lu-cida. If an assistant moves a point, connected by a pentagraph with the hand of the automaton, over the outline of the head, a correspond-

ton, over the outline of the head, a corresponding profile is traced by the figure.

117. By turning.—The art of turning might perhaps itself be classed amongst the arts of copying. A steel axis, called a mandril, having a pulley attached to the middle of it, is supported at one end either by a conical point, or by a cylindrical collar, and at the other end by another cyling them cyling the steel of the cyling them. other collar, through which it passes. tremity which projects beyond this last collar is formed into a screw, by which various in-struments, called *chucks*, are attached to it. These *chucks* are intended to hold the various materials to be submitted to the operation of turning, and have a great variety of forms.
The mandril is made to revolve by a strap which passes over the pulley that is attached to it, and likewise over a larger wheel moved either by the foot, or by its connection with steam or water power. All work which is executed on a mandril partakes in some measure of the irregularites of that mandril; and the perfect circularity of section which ought to exist at every part can only be insured by an equal accuracy in the mandril and its collar.

118. Rose Engine-turning.-This elegant art depends in a great measure on copying. The rosettes, or circular plates of metal, having various indentations on the faces or edges

English mint, for copying dies. A blunt point est; and Mr. Lowry assured me, that he was is carried by a very slow spiral movement suc-113. Iron rolling.—When cylinders of iron of greater thickness than wire are required, they are formed by passing wrought iron between rollers, each of which has sunk in it a semi-cylindrical groove; and as such rollers rarely touch accurately, a longitudinal line will usually be observed in iron so manufactured. Bar iron is thus shaped into all the various forms of round, square, half-round, oval, &c., in which it cours in commerce. A particular is carried by a very slow spiral movement successively over every part of the die to be copressively over every part of the forms of round, square, half-round, oval, &c., original. In each of a crown-piece will further the control of the frame of a list operated from this lather bles in its section that part of the frame of a list operated from the control of the copper-plate to the surface

sequently offers less obstruction to the light: principle to this was proposed for the purpose the same size as the copper from which it was it is much used for sky-lights.

A pattern last of a shoe derived; but if the fluid were contained in a of making shoe lasts. A pattern last of a shoe for the right foot was placed in one part of the vessel having the form of an inverted cone, apparatus, and when the machine was moved, with a small aperture at the bottom, the limit two pieces of wood, placed in another part which might be lowered or raised in the vess had been previously adjusted by screws, were dual abstraction or addition through cut into lasts greater or less than the original, as was desired; and although the pattern was into fasts a wheel which reversed the motion.

121. Engine for copying Busts.—Many years since, the late Mr. Watt amused himself with constructing an engine to produce copies of busts or statues, either of the same size as the original, or in a diminished proportion. The substances on which he operated were various. and some of the results were shown to his friends, but the mechanism by which they were made has never been described. More recently, Mr. Hawkins, who had also contrived several years ago a similar machine, has placed it in the hands of an artist, who has made copies in ivory of a variety of busts. The art of multiplying in different sizes the figures of the sculptor, sided by that of rendering their acquisition cheap through the art of casting, promises to give additional va-lue to his productions, and to diffuse more wide-

ly the pleasure arising from their possession.

122. Screw-cutting.—When this operation is performed in the lathe by means of a screw upon the mandril, it is essentially an art of copying, but it is only the number of threads in a given length which is copied; the form of the thread and length, as well as the diameter of the screw to be cut, are entirely independent of those from which the copy is made. There is another method of cutting screws in a lathe by means of one pattern screw, which, being connected by wheels with the mandril, guides the cutting point. In this process, unless the time of revolution of the mandril is the same as that of the screw which guides the cutting point, the number of threads in a given length will be different. If the mandril move quicker than the cutting-point, the screw which is produced will be finer than the original; if it inove slower, the copy will be more coarse than the original. The screw thus generated may be finer or coarser—it may be larger or smaller in diameter —it may have the same or a greater number of threads than that from which it is copied; yet all the defects which exist in the original will be accurately transmitted under the modified circumstances to every individual generated from it.

123. Printing from Copper-Plates with alter d Dimensions.—Some very singular specimens of an art of copying, not yet made public, were brought from Paris a few years since. A watch-maker in that city, of the name of Gonord, had contrived a method by which he could take from the same copper plate impressions of different sizes, either larger or smaller than the original design. Having procured four impressions of a parrot, surrounded by a circle, rosette, causes the copy to be much diminished. relative dimensions of the several impressions zontal direction. The medal is fixed on the 119. Copying Dies.—A lathe has been long were 5-5, 6-3, 8-4, 15-0, so that the largest was vertical slide with its face opposite the copper-known in France, and recently been used at the mearly three times the linear size of the small-plate, and a little above it.

with a small aperture at the bottom, the liquid dual abstraction or addition through the apex of the cone; in this case, the surface to which the printing-ink adhered would diminish or enlarge, and in this altered state the impression might be re-transferred to paper. It must be admitted, that this conjectural explanation is liable to very considerable difficulties; for although the converse operation of taking an im-pression from a liquid surface has a parallel in the art of marbling paper, the possibility of transferring the ink from the copper to the fluid requires to be proved. Another and more plausible explanation is founded on the elastic nature of the compound of glue and treacle, a substance already in use in transferring engrav ings to earthenware. It is conjectured, that an impression from the copper-plate is taken upon a large sheet of this composition; that this sheet is then stretched in both directions, and that the ink thus expanded is transferred to paper. If the copy is required to be smaller than the original, the elastic substance must first be stretched, and then receive the impression from the copper-plate: on removing the tension it will contract, and thus reduce the size of the design. It is possible that one transfer may not in all cases suffice; as the extensibility of the composition of glue and treacle, although considerable, is still limited. Perhaps sheets of India rubber of uniform texture and thickness may be found to answer better than this composition; or possibly the ink might be transferred from the copper-plate to the surface of a bottle of this gum, which bottle might, after being expanded by forcing air into it, give up the enlarged impression to paper. As it would require considerable time to produce impressions in this manner, and there might arise some difficulty in making them all of precisely the same size, the process might be rendered more certain and expeditious by performing that part of the operation which depends on the enlargement or diminution of the design only once; and, instead of printing from the soft substance, transferring the design from it to stone: thus a considerable portion of the work would be reduced to an art already well known, that of lithography. This idea receives some confirmation from the fact, that in another set of specimens, consisting of a map of St. Petersburg, of several sizes, a very short line, evidently an accidental defect, occurs in all the impressions of one particular size, but not in any of a different size.

124. Machine to produce Engravings from Medals.—An instrument was contrived a long time ago, and is described in the Manuel de Tourneur, by which copper-plate engravings are produced from medals and ther objects in relief. The medal and the copper are fixed on two sliding plates at right angles to each other, so connected that when the plate which are placed on the mandril, oblige the cutting tool to trace out the same pattern on the
work, and the distance of the cutting tool from
the centre being usually less than the radius of the
trivances with which he enriched his art. The
trivances with which he enriched his art. The
relative dimensions of the several impressions

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A bar, terminating at one end in a tracingpoint, and at the other by a short arm, at right
angles to the bar, and holding a diamond-point,
is placed horizontally above the copper, so that
the tracing-point shall touch the medal to which
the bar is perpendicular, and the diamond-point
the bar is perpendicular, and the diamond-point
the bar is perpendicular, and the diamond-point
the bar is perpendicular, and the diamond-point
ball touch the copper plate to which the arm

pass over a flat part of the medal, the diamondpoint will draw a straight line of equal length upon the copper; but, if the tracing-point pass over any projecting part of the medal, the deviation from the straight line by the diamond-point will be exactly equal to the elevation of the corresponding point of the medal above the rest of the surface. Thus, by the transit of this tracing-point over any segment of the medal, the diamond will draw upon the copper a section of the medal through that plane.

Item of the made by Caterpillars.—A most extraordinary species of manufacture, which is in a slight degree connected with copying, has been contrived by an officer of engineers, residing at Munich. It consists of lace, and veils, with open patterns in them, made entirely by caterpillars. The following is the mode of proceeding adopted:—Having made a paste of the leaves of the plant, on which the species of cathricks.

circumstance of the fine lines traced by the diamond being invisible, except in certain lights.

From this description it will be seen that the engraving on the copper must be distorted; that is to say, that the apparent projection on the copper will not be the same as that which arises from a perpendicular projection of each point of the medal upon a plane parallel to itself. Consequently, the position of the prominent parts will be more altered than that of the less elevated; and the greater the relief of the medal the more distorted will be its engraved representation. Mr. John Bate, son of Mr. Bate, of the Poultry, has contrived an improved machine, for which he has taken a patent, in which this source of distortion is remedied.

The inconvenience which arises from too high a relief in the medal, or in the bust, might be remedied by some mechanical contrivance, by which the deviation of the diamond-point from the right line, (which it would describe when the tracing-point traverses a plane,) is made proportional—not to the elevation of the corresponding point above the plane of the medal, but above some other parallel plane removed to a fit distance behind it. Thus busts and statues might be reduced to any required degree of relief.

125. The machine just described naturally suggests other views which seem to deserve consideration, and, perhaps, some experiment. If a medal were placed under the tracing-point of a pentagraph, an engraving tool substituted for the pencil, and a copper-plate in the place of the paper; and if, by some mechanism, the tracing-point, which slides in a vertical plane as it is carried over the different elevations of the model could increase or diminish the doubt the medal, could increase or diminish the depth of the engraved line proportionally to the actual height of the corresponding point on the medal, then an engraving would be produced, free at least from any distortion, although it might be liable to objections of a different kind. If, by any similar contrivance, instead of lines, we could make on each point of the copper a dot, varying in size or depth with the altitude of the corresponding point of the medal above its plane, then a new species of engraving would be produced; and the variety of these might again be increased, by causing the graving point to describe a very small circle of a diameter, varying with the height of the point on the most of the committee of the Report of the Committee of the House of Commons on Printed Cotton Goods, and the widths of the pieces there are presumed to be the real widths, not these by which they are called in the retail shops.

A careful attention to these points will not only improve the quality, but, as we shall after-wards see, increase the quantity of manure in an astonishing degree.

When fermentation has taken place for some time, in a heap of manure consisting either of

angles to the bar, and homing to the tracing-point shall touch the medal to which the bar is perpendicular, and the diamond-point shall touch the copper-plate to which the arm is perpendicular.

It mader this arrangement, if the bar is moved to the bar is moved consequently to and consequently to the shade of the ink would either vary according to some function to the same transfer the bar is moved to the bar is perpendicular. some given plane, or it would be a little modified by the distances from the same plane of a few of the immediate contiguous points.

if the medal be raised a very small quantity by terpillar he employs feeds, he spreads it thinly the screw, the copper-plate will be advanced by over a stone, or other flat substance, of the rethe same quantity, and thus a new line of secthe screw, the copper-plate will be advanced by the screw, the copper-plate will be advanced by over a stone, or other flat substance, of the required size. He then, with a camel-hair pencil tion may be drawn: and, by continuing this process, the series of sectional lines on the copture of the insects to leave open. This stone is then process, the series of sectional lines on the copper produce the representation of the medal on a plane; the outside and the form of the figure arising from the sinuosities of the lines, and bettom. A peculiar species is chosen, which from their greater or less proximity. The efficient of this kind of engraving is very striking; and in some specimens gives a high degree of apparent relief. It has been practised on plate do by the oil, but devouring every other part of the sinuous from the copy of the final lines traced by the coll, but devouring every other part of the sinuous from the viele combined with some strength is truly veils, combined with some strength, is truly surprising. One of them, measuring twenty-six and a half inches by seventeen inches weighed only 1.51 grains, a degree of lightness which will appear more strongly by contrast with other fabrics. One square yard of the structive to its nutricious properties .- [ED.] substance of which these yeils are made, weighs four grains and one third, whilst one square mon, the most useful, though not perhaps the yard of silk gauze weighs one hundred and best managed, of any manure that is at present thirty-seven grains, and one square yard of the finest patent net weighs two hundred and six-ty-two grains and a half. The ladies' colored ty-two grains and a half. The ladies' colored muslin dresses, mentioned in the table subjointed, cost ten shillings per dress, and each weights six ounces; the cotton from which they are it to the process of fermentation, and of inserting the cost of the process of fermentation, and of inserting the cost of the process of fermentation, and of inserting the cost of the process of fermentation, and of inserting the cost of the process of fermentation, and of inserting the cost of the process of fermentation. made weighing nearly six and two-ninths ounces avoirdupois weight.

Weight of one square yard of each of the following articles*: Weight finished of one eq. yd.

Weight of cott'n used in making one eq. yd. P Value per p yardmens. Description of Goods Troy grs. $4\frac{1}{3}$. . Troy gre Caterpillar Veils, i 0 Silk Gauze 3 wide, Finest Patent Net, 137 2621 Fine Cambric Muslin. 551 Ő 6-4ths Jaconet Muslin, 2 613 670 Ladies' colored Muslin 3 0 875 Dresses, 6-4ths Cambric, 2 972 1069 9-8ths Calico, 968 1085 2240 -2 yard Nankeen, 0 8 2432

127. This enumeration, which is far from complete, of the arts in which copying is the foundation, may be terminated with an example which has long been under the eye of the reader; although few, perhaps, are aware of the number of repeated copyings of which these pages are the subject.

1. They are copies, by printing, from stereo

type plates.

2. These state type plates are copied by casting the plaster in a liquid state upon the moveable types set up by the compositor.

[It is here that the union of the intellectual and the mechanical department takes place.

the mental far eclipses the mechanical copyist.]

sengers of the most opposite thoughts, the most conflicting theories, are themselves copies by casting from moulds of copper called matrices.

5. The lower part of these matrices, bearing the impressions of the letter or character intend. ed, are copies, by punching, from steel punches on which the same character exists in relief.

6. These steel punches are not themselves entirely exempted from the great principle of art. Many of the cavities which exist in them, such as those in the middle of the punches for the letters a, b, d, e, g, &c., are produced from other steel punches, in which these parts are in relief.

We have thus traced through six successive stages of copying the mechanical art of printing from stereotype plates; the principle of copying contributing in this, as in every other department of manufacture, to the uniformity and the cheapness of the work produced.

AGRICULTURE, &c.

[From the New-York Farmer.] Management of a Dunghill. By ROBERT SOM] ERVILLE, Esq. of Haddington, Scotland.

A friend has put into our hands the following essay on the important subject of collecting and manufacturing manure. It will be perceived that the plan of having the manure in hollows, recommended by distinguished agriculturists, among whom is J. Buel, Esq. is not approved. We are fully of the opinion, that manure remaining for any considerable time trodden down in excess of wet, is very de

grown. Previously to entering upon the way of using it, we trust a few observations upon creasing its quantity, will be thought of ser-

Mode of Management at Present.any considerable quantity, either of stable dung or mixture of animal and vegetable substances, is collected together under certain circumstances of heat, air, and moisture, they begin to ferment, and exhibit all the different phenomena of fermentation in a great or less degree, till the process is finished. If we then examine the mass, we find that the vegetables, of the bit was existenced are decomposed. which it was originally composed, are decom-posed and reduced to their first principles, and are again in a situation to afford food for new plants; by this means a perpetual succession is kept up, and the decay or death of any of these, which, at first view, we might be led to consider as a misfortune, serves for their reproduction.

This point settled, it will readily be admitted, that the more completely such substances are subjected to the process of fermentation, the greater and more beneficial their effects will be upon the soil. It is, therefore, an object of the first importance with every person concerned in the cultivation of the earth, to manage their manures in such a way that they might be completely fermented; and to have their dung-hills so situated and constructed as to promote fermentation, and preserve the useful particles contained in the dung, both while the

process is going on, and after it is finished.

A careful attention to these points will not only improve the quality, but, as we shall afterwards see, increase the quantity of manure in

animal or vegetable substances, or a mixture||upon, and carts to pass over it, fermentation|| of both, the first alteration that is observed is a change of color, and a sensible diminution of its bulk; as the process advances, the bulk continues to diminish, till the fermentation entirely ceases. The diminution is owing to the solid parts of the mass being brought more closely together. The fixed air and volatile alkali escape in the form of vapor, and the moisture falls to the bottom, where it either remains, if the dunghill is situated in a hollow, and has a bottom capable of retaining moisture, or runs off, if it is situated upon a declivity. When this moisture is collected and carefully analyzed, it is found impregnated with the salts contained in the dung, and if spread upon the soil in that state, it will contribute to fertilize the land.

In collecting and preparing dung in this manner, little attention has hitherto been paid ei ther to the site of the dunghill, the encourage ment of fermentation, or the preservation of the salts after the fermentation is finished; accordingly we observe the greatest part of dung-hills either situated in hollows, and surrounded with water, which, by chilling the mass, very effectually prevents fermentation—or upon declivities, where they are totally exhausted of every drop of moisture. In these cases, the dung is thrown out carelessly: horses, cattle, hogs, and poultry, are allowed to trample upon and spread it, and even carts and waggons are driven over it.

By this treatment it is pressed into a mass too heavy and compact for the air to penetrate through a great part of it; the sides of the dunghill are scattered about, loses its moisture, and is either blown away by the winds, or returns to a state little better than dry straw; and, when the season arrives for laying it upon the land, the whole is taken out, without considering whether it is fermented or not.

Defects of this Management .- To a person who has paid any attention to the subject, the defects of this management must appear in a very striking point of view. The middle of such a dunghill from being hard pressed will be long in fermenting, and even in the end be very imperfectly forwarded; and the sides. very imperfectly fermented; and the sides, from being so scattered about and dried, will not be fermented at all. We need hardly observe that the consequences of this manage ment will be a scanty crop, and disappointment to the farmer: this is the ordinary effect, where dung is laid even upon a plain surface.

Bad Effects of Dunghills being placed in a Hollow.—When the dunghill is situated in a hollow, and has a bottom capable of retaining moisture, the consequences are equally bad, if not worse. The whole of the rain that falls immediately from the clouds, together with the water from the roofs of the surrounding houses, and the natural moisture of the dunghill it-self, lodge there and chill it, so as to prevent fermentation. It is certain that stable dungs in such situations will have the appearance of being fermented, but upon examination it will be found only decayed, and, from its being steeped so long in water, the greatest part of the salts will be extracted, and what remains, if carefully analyzed, will be found to contain scarce any other principle but vegetable earth.

Loss attending Dunghills being situated upon a Declivity, or Gravelly Bottom.—Where a dunghill is situated upon a declivity, or has a gravelly bottom, the loss is equally great as in the two former cases, as the whole of the natural moisture that is pressed out during fer-mentation, and which is strongly impregnated with the salts of the dung, either runs off or sinks into the earth; nor is this the only loss that is sustained—every shower that falls, by passing through the mass, carries off an additional quantity of the salts, till, by repeated washings, the dunghill is left in nearly the same situation as tea leaves, after a strong infusion has been drawn from them. Finally by throwing it out in the careless manner al-

is long in taking place; even then it is partial and incomplete, and in place of producing good manure, abounding with rich, well prepared substances, it will for the most part be found to consist of articles only half fermented, which, from their parts not being properly se-parated, are very ill calculated to promote veg-etation. Dung is the most likely to be best where the dunghill is upon level ground, and at some distance from the offices.

Having mentioned the present mode of collecting and preparing stable dung, and stated the slothful and defective manner in which it is generally done, we shall now proceed to offer some directions as to the methods of promotthe process is finished; and lastly, of increasing the quantity of that valuable article.

To promote Fermentation in Stable Dung.—

To promote fermentation in stable dung, two things are essentially necessary, namely, Air, and Moisture: without these, no fermentation will take place; and unless they are in due proportion, the process will be incomplete.

It is a circumstance well known to persons who are accustomed to prepare dung for hot-beds, that by laying it lightly together in heaps, and watering it gently, fermentation is immediately brought on. It is also known, that in the after stages of this business, hot-bed dung is as completely fermented in the space of fourteen or sixteen days, as that in a farm-yard generally is in six or eight months.

Every farmer ought, therefore, to institute this practice as nearly as the nature of his situation will admit; and in place of having his dunghill in the stable-yard, allowing carts, cattle, hogs, poultry, &c. to trample upon and dis-turb it, he should place it in some distinct situation, convenient for his offices, the urine from which should run into receptacles, from which it might be thrown, without the trouble of carriage, into the dung, where it would be of the

utmost use in promoting fermentation.

When it is driven to the dunghill, the cart or waggon in which it is carried should not be driven over the dung as is commonly practiced; because as we formerly observed, the feet of the horses and the weight of the c rriage will press it so hard, that the air will be in a great measure excluded, and by that means fermentation prevented.

If we inquire either of the farmer or his ser vant what is gained by this exertion, he will only be able to say that the load is laid upon the top of the heap—a labor which a man could readily perform to much better purpose in a few minutes; the whole cart load ought to be laid down by the side of the dunghill, and afterwards thrown lightly upon it with a fork-the trouble of doing which would be trifling, and the advantage immense.

If dung laid up in this way contains a sufficient proportion of moisture, it will immediately begin to ferment, and the process will be soon and completely finished. Particular attention ought therefore to be paid to this circumstance;

and if at any time the dung is laid up dry, it should be immediately watered. In summer this will frequently be found necessary, espe-cially during dry weather; and as most farms possess a sufficient command of water, it can very easily be done.

Where this method is had recourse to, the

dung will be completely fermented in the space of six or seven weeks at the utmost, and in general will be found of one half more value than that which is made in the careless and slovenly manner we have described.

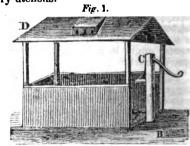
Situation and Construction of Dunghills .-The importance of good manures to all agricultural operations is such, that we should naturally have expected to find every thing rela-ting to it made a primary object with farmers. On the contrary, no part of the rural economy has been less the subject of inquiry: the situation and construction of dunghills in particular, though highly deserving of notice, have for the ready described, taking no pains to lay it up regularly, and allowing cattle, &c. to tread ference.

As was formerly mentioned, a hollow is improper for the site of a dunghill, from the circumstance of its lodging water, and preventing fermentation: a declivity is equally bad, as it serves to drain and carry off the moisture saturated with the richest salts of the dung: a gravelly bottom is worse than either of those, as the moisture sinks down into the earth, and is irrecoverably lost.

Proper Situation for a Dunghill.—The situation best calculated for the site of a dunghill is that which is nearest to a level, with a bottom capable of retaining moisture, and, if possible, covered with a shade. The whole should be inclosed with a wall of at least four or five feet in height, with an open space at one end for carting away the dung. If the bottom is not clay, it should be laid with, and paved above, either with broad flags or the common paving stones used for streets. The American farmer may find it convenient to lay a floor of thick plank. At the end opposite where the opening is left, a reservoir should be dug, which might either be lined with clay, and built round with stone, or fitted with a wooden cistern made water tight, into which a pump should be put for drawing off the moisture daily.

This reservoir should be situated at the most depending part of the dunghill, with an opening in the wall immediately opposite to it. The pavement should have a number of channels of at least five or six inches deep, and the same width, all tending towards the opening: these channels should be well paved, and filled with brushwood before the dung is laid down; by which means they will be kept open, and the moisture find a ready passage to the reservoir. For better explaining the idea, we refer the reader to the annexed plan of a dunghill, with the proposed channel and reservoir. Every dunghill should be so situated as to have its longest sides run from east to west, surrounded by a wall, and covered with a roof. wall on the south side of the dunghill should be of such a height, as to prevent entirely the sun's rays from touching the dung; on the other three sides, however, there is no necessi-ty for its being so high: six feet from the ground will be quite sufficient, and the roof can be supported by pillars as in the figure.

The expense of a roof, which need only be thatched, will soon be compensated, not only by the superior quality of the dung, but by the conveniences which it will afford, as it may easily be converted either into a pigeon house, a poultry house, or a store for the smaller husbandry utensils.



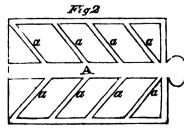


Fig. 1 represents an elevation of the building for the reception of dung; B, the reservoir;

the pump; D, the roof.
Fig. 2 represents the ground plan: A the main chain channel leading to the reservoir; a a a a the side channels terminating in the main one, A.

Advantages attending Dunghills constructed in this way .- The advantages attending this

Digitized by しょしし dried and rendered useless by the action of the air. The shade will keep it from being chilled or deprived of its salts, by the rain passing through it; the wall will also prevent the moisture from escaping at the sides, and conduct it to the bottom. The pavement will prevent it from sinking into the earth; and the channels will conduct it to the reservoir; from whence it can be drawn by a pump into a bar-rel placed into a cart, and either spread immediately upon the field or mixed with other substances into a compost, or thrown upon the dunghill itself, it being the best of all ferments.

To increase the Quantity of Manure.—The quantity of manure may be increased by laying a layer of earth, leaves of trees, or any other suitable substance, on the bottom: and similar layers may be laid throughout the dunghill—the moisture passing through them, the same being returned from the reservoir, will completely saturate them; the entire will undergo a fermentation, and produce a vast quantity of manure; a quantity which can be so increased that the farm may be kept in a state of constant and profitable productiveness. The building should be, if possible, so placed that the urine from the stable, cow-house, &c. would pass by a channel into the reservoir.

Suggestions relative to Farmers' Work for June. By the Editor.

This is the month in which the farmer should look about, and see what nature is doing for him. If indications imply that the boughs of fruit trees are soon to be bent towards the ground with the weight of the growing fruit, he will look into his cellar and see that none of his barrels and hogsheads become destroyed for the want of a little atten-If the timely showers and genial warmth of the sun have made the meadows to wave with the green grass, then he will sharpen his scythes and engage in season the sturdy, the industrious, and the temperate arm to swing them. If the grain is of a healthy green, even, and free from the destroying insects, he will prepare his mows, his cradles, and make other preparations. It is not sufficient to manure and prepare the ground well, to sow carefully, and to cultivate diligently, but the reaping must be done in season, and the crop well secured. Every preparation, therefore, should be made in time

PASTURING .- Pasture grounds should be divided, not only for the superior and additional food that is afforded grazing stock, but because it enables them to obtain the requisite quantity in a much less time, thus enabling them to avoid long exposures to storms, to burning heat, and to the tortures of flies. Cattle and horses, like the human race, require time for repose and sleep.

SHADE.—Pasture will go further and stock will thrive faster when there is a good shade of easy access. They are not only refreshed, but the digestive organs would, we should suppose, perform their functions more naturally when the body was free from the pain inflicted by flies, as well as that arising from in the front of my cart, under a canvas cothe intense rays of the sun.

HAY MAKING.—The object in curing hay is to keep it from fermenting when in the stack or mow, and to preserve as much as possible its sweetness and its juices. Some farmers disapprove of spreading the hay, but recommend it to remain to dry a little in the swarth, and then not to spread it, but simply to turn it over. Others advise to scatter it about im-

sort of dunghill will appear at first sight. The before the leaves are so dry as to crumble. sun, and from storms. Many of our best wall, by confining the dung, will keep it from being scattered about and lost, and will also preserve the sides of the dunghill from being practices imply that the grass should not be considered. Corn Some formers dispussed the practices imply that the grass should not be left to become sun burnt, dry and hard. In hay or straw. Under all circumstances sprinkle from four to eight quarts of salt to a ton This is considered to increase its value at least one half, and even four times, say those who speak from experience. By the use of salt, hay may, as a general rule, not farmers. run half the risk of being injured.

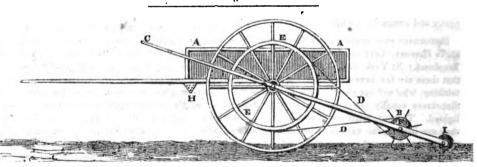
Washing and Shearing Sheep.—If sheep can be washed immediately after a storm, it er probability of having uninterrupted drying without dust until the wool is fit for shearing. The coarse soiled wool about the thighs and docks should have been cut off a few weeks previous, to have kept the wool cleaner, and the udders of the ewes from becoming sore. Care should be taken in driving, and catching, and handling them, particularly if they are full and fat. If they are fed on good pasture they should remain in the pen or yard sometime, to alleviate the suffering arising from their confined situation. Mortification often takes place from bruises in fat sheep. Instances have occurred in which valuable sheep have died in the operation of shearing, from being fleshy and full, and from suffocation. When turned out into the fields, there should be shade to protect them from the burning heat of the the cotyledonous leaves.

Conn.—Some farmers disapprove of the use of the plough in tilling corn on the ordicase the hay is not perfectly as dry as it should nary soil for this crop, because it breaks and be, mix with it, when mowed away, last year's exposes its roots to the sun. They recommend as a substitute the cultivator, or, as some farmers call it, the plough-harrow, which does not ridge the ground. Cutting out the very feeble plants, and thinning those hills that have in too many shoots, are recommended by good

CATERPILLARS.—These should be carefully watched and destroyed on their first appearance, as well as later in the season. Some can be done better, and there will be a great-shoot them, others, with a long pole, having tow or rags around the end wet with spirits of turpentine, swab them off.

> LAND DITCHING .- One of the cheapest and most effectual modes of draining is to dig a ditch of convenient breadth, and to a depth of one and a half to two or three feet. First fill in with brush of hemlock, cedar, or other that is more convenient, with the ends all one way, and to the depth of more than half a foot, after being pressed or pounded down, and then fill up with the earth.

To PROTECT CUCUMBERS .- A writer in the Genesee Farmer gives an instance of applying with complete success cotton over the hills of cucumbers, to prevent insects from eating off



American Gardener's Magazine.

Srr,—I have recently invented and tested what judges esteem a valuable improvement in the harrow. It consists of a revolving cylinder, containing 45 feet, which is revolved by a power obtained from the wheels of a cart, to which it is with ease attached and detached. In addition to the harrow, there is a convenience for sowing the grain in front of the cart, by supplying a hopper, from which it is conveyed into a sieve, so constructed as to distribute it from wheel to wheel. The cylinder harrow in the rear of the cart effectually covers the grain. Attached to this is another cylinder used as a roller. From the above it will be perceived that I can of a truth affirm, that I can sit vering, sow the grain, harrow and roll it in, without exposure to the sun, leaving the ground without any impression of the horses' feet, my own feet, or the cart wheels.

You will perceive by the crossing of the that of the cart wheels, making 12 revolutions while the wheels of the cart make one.

mediately, and rake and get it into the barn C, shaft on one side, with a power to elevate Monument in Baltimore. [ED.]

Machine for Harrowing, Sowing, and Roll- or depress the cylinder; DD, chain-band; ing. By James D. Woodside. To the EE, the V groove-wheel; F, do. do. on the Editor of the New-York Farmer, and end of the cylinder; H, the end of the sieve; I, the roller. The hopper is inside the front of the cart, and not seen.

Highly competent judges have approved of the machine, and I think the advantages great. I am advised by Mr. Van Kleek, of your State, who has witnessed its operations, to exhibit it at Albany, before Mr. Van Rensselaer, and other patrons of agriculture in This I shall do as soon as I that vicinity. conveniently can.

It is my determination to dispose of only a half or fourth of a right to a state, until it shall recommend itself to the public. Although the invention has been patented by me nearly a year, yet I have not heretofore brought it into any notice, having been determined to perfect it as far as possible before exhibiting it.

Your very obedient servant. JAMES D. WOODSIDE. Washington City, D. C., May 9, 1833.

REMARKS.—We think very favorabl of the above, and hope farmers will show a band, that the cylinder has a counter motion to prompt disposition to favor the inventor, who we understand, devised the plan and super intended the work of placing the colossa REFERENCES.—AA, the cart; B, cylinder; statue of Washington on the summit of the

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..... NRW-YORK AMERICAN.

JUNE 8, 10, 11, 19, 13, 14-1833.

LITERARY NOTICES.

ROB ROY—THE BLACK DWARF—OLD MORTALITY AND THE HEART OF MID LOTHIAN: being Nos. IV V. and VI. of Connor & Cooke's cheap edition of the complete works of Scorr, have appeared. These, with the previous numbers issued, constitute a volume. The whole will be comprised in six volumes. We repeat what we have said before, in reference to this edition of the immortal works of Scott, that it is a public benefaction, which—unlike most benefits conferred on the public-may, we hope, amply requite its projectors.

PETER PARLEY'S TALES ABOUT ANCIENT ROME-WITH SOME ACCOUNT OF MODERN ITALY .-- N. Y. Peter Hill.-Peter Parley is, we fear, a sad poacher: taking other men's property-that consisting in words and ideas, frequently in the exact order and connexion of the original proprietor-without permission or acknowledgment. Yet he makes amusing little compends, and dresses them out in a way certainly calculated to arrest the attention of those for whom he publishes-hoys and girls, of from ten to twelve or thirteen years of age. . The little volume now before us, treats with comprehensive brevity the chief in cidents of Roman history-and has the usual number of wood cuts, to rouse flagging curiosity.

LEMPRIERE'S CLASSICAL DICTIONARY, edited by Lo-RENZO DA PONTE and JOHN D. OGILBY. W. E. Dean, and Collins & Hannay .- Still another edition of this useful work, from the enterprizing Mr. Dean. This makes the eighth American edition, and, if we mistake not, is the second that has been issued by Mr. Dean within a year or two. Like most of the works from the same establishment, it is well printed, and neatly and compactly got up.

scourses and Addresses on Subjects of Ame. BIOTH HISTORY, ARTS AND LITERATURE; by Gulian C. | book itself for the best illustrations of the comments Merplanck: N. York, J. & J. Harper.—We imagine that there are few persons of taste and just habits of thinking, who will not rise from the perusal of these discourses equally instructed, entertained and delighted. The pure unaffected English style in which they are written, the variety of learned and control ble service to his country, and immortalize his own observation they embrace, and the refined and elewated sentiments they breathe, commend the collection at once to the cultivated and contemplative reader. There is nothing in making up these weekly notices, consisting as they generally do of a mere account of the republication is this country of foreign works, which gratifies us more than having an opportunity of dwelling occasionally upon some production of one of our own countrymen, which is a real addition to the slender stock of American literature. We find ourselves insensibly approaching it with an interest which no foreign production lier than the republication of an often criticised European work can call forth: of responsibility to the literature, in its higher branches, is so indifferently paid,' thus exercises his talents for the improvement of his countrymen, makes them his debtors in all that deference and attention which should wait upon his generous efforts; and of responsibility to our readers, because, as those works which originate eng ourselves do, and ought to, exercise a greater influence upon the taste and opinions of those for whom they were more particularly written, than for. sign books, the recommendation of them from a source of whatever weight, is at once enhanced in importance. It is therefore,-while we never knowinspersance. It is therefore,—while we pever know who, in disseminating knowledge of the great engine thermometer, by Drebell; the micrometer, and the pendulum, in its application to clocks, and as a standard of measure, by Huyghens; and the Leyden Phial, from the American press, are marked by all that operations, is far more usefully employed in a private by Cumeus and Muschenbroek. It was there that an from the American press, are marked by all that operations, is far more usefully employed in a private

miserable imitation of the worst English models, istation, than he whose legislative ingenuity adds to which alike in writing, in manners, and in thinking, prevails too much among us, and whose pages, in fact, bear no mere the impress of Ame-less at hand to answer than the former. Should ever rican feeling and genius, than if written in Piccadilly,-we turn with eagerness and delight, to authors, not to mention the names which our own city this moment supplies-who, like Flint, have arrested the bold but fading features of our frontier life and scenery, and transferred them to the canvas in colors which, while they are wholly of his own mixing, are true to nature, and can never fade; or who, like Channing, have spoken to the learned of Europe in a language which, though resembling theirs, is charged with thoughts, and rife with feeling, that could only have sprung and been cherished in an American bosom. Let those who think the avowal illiberal, remember that it was their nation ality which first gave to the writings of Irving and Cooper, the popularity which they enjoy abroad. Now, the main merit of Mr. Verplanck's book, in our eyes, is, that it could only have been written by an American, born and educated upon the soil with which the associations it commemorates are chiefly connected. The style, as we have before observed, is one of pure English-simple but elegant and nervous, while highly polished. The thoughts those only of a republican American—scholar-like and consequently liberal, but still strictly and originally national. And to enlightened Europeans, who, when they study our character in our books, wish not to see themselves reflected as if in a mirror on the page before them, with their own image dimmed and distorted, presented as the original of another,—the general views and train of thinking in these discourses, will afford equal pleasure and instruction. The long passage we have selected for extract is chosen. however, rather for the mass of information embrac. ed in it, than for any peculiar spirit in which it is written; and we therefore refer our readers to the we have made upon it. But we cannot take leave of the volume here without venturing to express our regret-end we do it with the most sincere deference to the distinguished author—that one so gifted by na. ture, and so fitted by education, to render inestima. name by bringing his disciplined and manly taste as a critic, and his rich mental resources as a writer, to her young and rising literature, should allow the doubtful distinctions and unsatisfactory rewards of political life to lead him away from those pursuits in which his usefulness would be instantly felt and its glory endure forever. You can drum up a politician that will speak on his legs for ten hours at every corner; but you may range the country over in vain for the assemblage of qualities requisite to produce a book like that before us. The routine of ordinary politics is, to a mind like that of its author's, what the mill is can inspire, and we become aware of a feeling of to a blood horse: nor is there any cause why responsibility attaching to our office here far live- talents of a high and peculiar order should be ting on a vaster scale than had ever before been seen. drawn from their natural sphere of usefulness into the stormy arena of public life. In a commonwealth, author, because he who, in a country where original whose political machinery is so simple as is that of ours, (it would go by itself would people only let it alone,) a good citizen has but little more to do in times of peace and prosperity than to keep an eye upon its motions, and see that they do not become impeded or embarrassed; and this duty may be performed by persons of ordinary intelligence. It requires the creative mind of a Fulton or a Stevens to chines with which their names are identified; but been done in Holland than in any other nation of Eq. the fabric once created, it may be kept in repair by rope. It was there that were invented the most important and useful instruments of Natural Philosophy; the humblest hand, provided it be trust worthy. He the telescope, by Jansen; the microscope an who, in disseminating knowledge of the great engine

the number of its wheels in a public one. Nor when a real call for public services is made, is the latter (which Heaven in mercy to mankind forfend)should ever clouds like those which lately darkened our horizon, really burst in storm upon the country, the talents equal to extraordinary occasions, whoever may be their possessors, will be found out any where and at once assert their place. Station, in political convulsions, confers more danger than power; and common natures, whom fortune, accident, or their own aptitude for climbing, when unmolested, elevates to office, sink at once into their native insignificence. The MEN of our Revolution sprung Minerva-like, ready armed, from the bruised head of The People; while they who were wont to strut before their noses in all the pomp of office and power, were withered by the blast which nursed those iron souls. And so, did ever our country call again, would thousands, with heads to direct, hands to do, and hearts to dare, like the bristling clansmen of Scott's Highland hero, starting from the humble heath and "shingle gray," leap from obscurity at that trumpet-note; while many a feeble nature now arrayed in adventitious strength, propped up by circumstance, or shielded by fortune from collision with those of sterner mould, would quail beneath the terrible sound, and, like churchyard spirits at the crowing of the cock, shrink like "guilty things" away.

We receive this brief collection of Discourses, not as part payment of the great literary debt which Mr. Verplanck owes his country, but as an earnest, that whatever he may consider due to his political friends, he begins to be aware of his accountability to the reading public, and will at some time liquidate the long outstanding demands against him.

We have no cause to blush for any part of our ori-ginal descent, and least of all for our Dutch Ances-The colony of New Amsterdam was founded by Holland, at a time when that nation had just sprung into political existence, after a long, bloody, and most glorious struggle against civil and religious tyranny, during which all the energies of patriotism, courage, and talents, had been suddenly and splendidly developed.

And shall we not proclaim, That blood of honest fame Which no tyranny could tame. By its chains 7*

After having beaten down and broken for ever the colossal power of the Spanish monarchy, the Dutch republic continued, for nearly a century, to hold the balance of European politics with a strong and steady hand; and when the rest of the continent crouched under the menaces, and the English court was bought by the gold, of France, she stood alone and undatented defending the liberties of the world with a perseverance and self-devotion never surpassed by any tion. During the same period she had served the cause of freedom and reason, in another and much more striking manner, by breaking down the old aristocratic contempt for the mercantile character; and her merchants, while they amazed the world by an exhibition of the wonderful effects of capital and creshamed the poor prejudices of the age out of counter nance by a high minded and punctilious honesty, fore which, the more lax commercial morality our own times and country should stand rebuked

It was about this same remarkable period of her history that Holland produced many of the most iliustrious men of modern Europe. There are no greater names in politics and arms, than Barneveldt and Dewitt, than Tromp and De Ruyter, than Prince Manrice and the Williams of Orange conspicuous in letters and philosophy than those of Erasmus, Grotius, and Boerhaave. In physical and put together and set in motion the wonderful ma-

arch of the meridian was for the first time accurately measured. The Medical School of Leyden, in the time of Boerhaave and his immediate sucsors, was what that of Edinburgh has since become. In ancient literature, the scholars of Holland effected all that learning and industry could accomplish, and prepared the way for that very ingenious and philosophical investigation of the principles of language which has since been so successfully cultivated in the Dutch Universities, by Schul-Jurists were the expounders of public and of civil law to the continent, whilst the theologians of the whole Protestant world entered into the controversies of the Dutch divines, and had ranked themselves, on either side, under the banners of Gomar or Armi-

Nor were the talents of the nation exclusively dedicated to the severer muses. Their vernacular lite-rature is much richer than is commonly supposed; but the narrow limits of a language which was in its extent little more than a provincial dialect, forced most of the scholars of Holland to seek for fame through the medium of the other cultivated languages of Europe, and of the Lacin. Some of the most valuable contributions to French literature are from the peas of Dutch authors: and the most perfect speci-mens of modern latinity, both in prose and verse are to be found in their works. Among these is to be numbered a history of their own revolution, deservedly esteemed one of the most perfect specimens of modern historical composition, and rivalling the ele-gance, acuteness, and condensation of Tacitus.

Besides attaining to distinguished excellence in other walks of art and taste, Holland could beast of having formed a numerous and original school of painters, who, for absolute verity of representation, and powerful delineation of ordinary nature and common life, are entitled to the same rank in the imitative arts, that Le Sage and Smollett occupy in litera-ture. More than this—it had given birth to Rem-brandt, who, by carrying to their full extent the power of light and shade, and the magic of coloring, produced, at will, the most beautiful and the most sublime effects, and is, on that account, deservedly enrolled among those great masters who have augmented the power of human skill, and multiplied the means of intellectual pleasure; who have raised painting from imitation into poetry, from a mechanic art to a learned and liberal profession.

In their internal administration the United Prov inces anticipated, and in the same spirit surpassed, the wisdom and equality of our own institutions. The traveller saw with admiration the land that was but yesterday rescued from the ocean by human industry, now filled with busy and crowded cities, and besutiful in the placid richness of high cultivation; no sign of misery or of oppression anywhere met his eye, and in all that he beheld of private comfort or of public magnificence, he was forced to acknowledge the work of liberty.

This sketch of the early glories of the Dutch re-public is but slight and imperfect, and yet even this must fill us with astonishment, when we reflect that such were the exploits and attainments of a people occupying a territory not equal in extent to Maryland, and much inferior to it in natural advantages; and whose whole population did not exceed the present census of the State of New York.

These remarks ought to have been wholly unnecessary in this place; but I know not whence it is, e in this country have imbibed much of the English habit of arrogance and injustice towards the Dutch character.

English writers have long been accustomed to deséribe the peculiar manners and customs of Holland with a broad and clumsy exaggeration. This is a litwith a broad and clumsy exaggeration. tle injudicious in them, because most of their wit, if wit it may be called, recoils back upon their own country, and strikingly resembles the flippant ridicule which their own more lively neighbors have lavished upon the hard drinking, the oaths, the gross amusements, the dingy coffee houses, the boxing matches, the beer, and the coal smoke of the awkward and melancholy Islanders. Their old maritime contests and commercial rivalry may serve to excuse this misrepresentation in Englishmen, but for us there is no apology.

The subject is not a pleasing one, and I do not wish to dwell upon it; yet I cannot refrain from ob-serving two most notable instances of this spirit

time when Tromp, after defeating Admiral Blake, the Nelson of that day, triumphantly swept the com-merce of England from the narrow seas. The other mestre or canguand from the narrow seas. The other instance is of later date. Almost within our own memory, a learned English judge, (Sir James Marriott,) in a formal and labored opinion, took occasion to sneer at the treatise of Huberus, De conflictu Learnes which herealise of Huberus, De conflictu Learnes which herealise and the state of the same which here was a season of the same which here was a season of the same which here was a season of the same which here was a season of the same which here was a season of the same which here was a season of the same which here was a season of the same which here was a season of the same was a season of the same which here was a season of the same which here was a season of the same was a seas m, which has settled the law of the greater part of the civilized world on the often litigated points of the Lex loci contractûs, as "the dull work of a Dutch school master, written in the worst Latin, and printed

en the worst paper he had ever seen."

It is more "in sorrow than in anger" that I feel myself compelled to add to those gross instances of national injustice, an early work of a writer of our own, who is justly considered one of the brightest ornaments of American literature. I allude to the burlesque history of New York, in which it is painful to see a mind, as admirable for exquisite perception of the beautiful, as it is for its quick sense of the ridiculous, wasting the riches of its fancy on an ungrateful theme, and its exuberant humor in a coarse caricature.

This writer has not yet fulfilled all the promise he has given to his country. It is his duty, because it is in his power, to brush away the pretenders who may at any time infest her society, her science, or her politics: or if he aspires, as I trust that he does, to strains of a higher mood, the deeds of his country-men, and the undescribed beauties of his native land afford him many a rich subject, and he may deck the altar of his country's glory with the garlands of his taste and fancy.*

How dangerous a gift is the power of ridicule! It is potent to unmask the pretender and to brand the hypocrite; yet how often has it dissipated those gay illusions which beguile the rough path of life—how often has it chilled the glow of genius and invention how often, as its dread presence, have the hones boasts of patriotism, the warm expression of piety, the generous purpose of beneficence, faltered on the lips and died away in the heart!

This colony was very early separated from its mother country, and grew up into wealth and importance under the influence of English laws and education During the forty years for which it remained under the Dutch government it was to insignificant too attract much of the attention or of the talents of Holland, then engaged in struggling for existence, against the ambition of France and the jealousy of England. But the last Dutch governor, Petrus Stuyvesant, who was the governor-general of the Dutch American possessions, was no common man. He had served with reputation in the wars of the United Provinces and in the history of his administration in this country, he appears as a resolute and intrepid veteran,

and a vigilant, sagacious politician.

From 1674, when this province was finally ceded by treaty to Great Britain, until 1780, when the United Provinces arrayed themselves in our aid in the war of Independence, New York had little direct communication with Holland, The only intercourse then kept up, was by occasional emigrations, and by a regular succession of clergy educated in the Dutch universities, to whom New York was doubtless in-debted for most of the little learning which was thinly scattered over it during its colonial govern-ment. But as soon as America assumed her rank among the nations of the earth, our former ties of friendship and affinity were renewed. From the first dawn of the revolution, popular feeling in the United Netherlands began to run strongly in our favor; and although various circumstances for some time delayed their formrl recognition of our indepen-dence, we looked thither from the first for the sinews

 To those who judge of W. Irving's powers solely from his satirical and ludicrous compositions, this may seem an exaggerated compliment. But he has given some samples, too few and too short I confess, of what he is able to effect on these topics in his graver and purer style.

[The above note was written and first published about fourteen years ago. It is retained in the present edition because I feel proud that my judgement of the graver talent of the author of Knickerbocker has been confirmed again and again, and above all by the Life of Columbus.]

eannon on the Thames, and but a few years after the || earnest and practical mind-while the lighter ones are often enlivened by sterling humor and racy satire. The writer, if we mistake not, is a self educated man, whose ingenuity and ability, while yet unknown as a person of most original literary attainments was once complimented by a distinguished individual for having ably reviewed a popular work, from the knew. ledge he had gleaned from it while " setting up" the MS. in a compositor's office. The following extracts from the work before us, will show that the opinion of his talents was not unadvisedly uttered:

> The streets of London and the advantages possess. ed by the country poor over the same class in the

> The afflictions which poverty brings with it in the country are as nothing to the infinity of evils in which it enmeshes those who are cooped up in cities. In the country, though the beds of the poor be hard, and their food coarse, and their raiment ragged, they have at least the tresh air of heaven to blow upon them, and they enjoy the changes and delights which the everwarying seasons brings around, in common with the wealthiest. The odor of the flower is as grateful to their sense—the warble of the bird as pleasant to their and the velvet turf as soft and elastic to their ear—and the verver turr as sort and elastic to their tread as to that of the man of many acres. With only the cost of a little care, liberal nature clusters the briery rose about their lowly windows, and twines the graceful woodbine around their humble doors; and not unfrequently in the prime of summer, the mean clay walls of their cottages are completely buried from the view beneath a mass of vegetative beauty and fragrance.

Travelling mentally and bodily:

I was a great traveler when a boy, though not in the body; in imagination I had circumnavigated the globe. A book of voyages and travels was to me better than a holiday, and I devotred the pages of Wallis, Cartwright, Byron, and other navigators, with an appetute that now seems to me to have been really preternatural. How I used to trudge away, not unwillingly to school, if I had only Robinson Crusoe (which was then a most veritable and authentic document) smuggled away in my satchel, amidst grammars, dictionaries, and other necessary and disagreeable productions. Then Cook's Voyage; — What an ocean of pleasure to me were his scean wanderings! How did they divide, or rather const pletely abstract my faculties from subtraction, multiplication, or division (short or long)! I was sailing far away, in the good ship Endeavor, over the illimitable Pacific,—what were vulgar fractions to me? I coasted through the Friendly Islands and took ne heed of decimals; and, as far at least as I was coneredd, arithmetical progression became stationary. I might be ostensibly in practice; but my practice was to go on indulging in stolen sweets "from morn was to go on indulging in storen sweets and provided till noon, from noon till dewy eve," until the awful hour of retribution arrived, and I was called upon to the first and the sum total of my day's industry. This embit the sum total of my day's industry. This generally consisted of one or more questions is cabbaged? or stolen from the consistence of my precursors in those difficulties. Sometimes they passed muster; but oh! the opaque darkness—the cheerless, hepeless, mental blindness in which I found myself enveloped, whenever my worthy teacher requested me to "chow how I came by the answer." How I came by it in one sense—how improperly and feloniously. I came by it, I knew full well: but as for establishing any le-gitimate claim to the product, as for showing by any given process how the answer could be correctly deduced from the premises, it was only a waste of his time and mine to request such a thing. Then, poor left hand, came thy trial—"not for thine own demerits but for mine," fell blows from supple came or leathern thong right heavily on thee! Many a blush and bruise La Perouse and Captain Cook cost

thee—ill used member—unfortunate extremity.

But I was incorrigible. Blows and admonitiors
were equally unavoidable. I did not see or feel the moral justice of either one or the other; they were to me things of course-necessities, not judicious punishments; inevitable consequences, which must he endured and could not be avoided, and the next day I was again amongst my old friends and Islanders, tattooing warriors, roasting dogs and marveling how such "strange flesh" would eat when cooked, wish to dwell upon it; yet I cannot refrain from observing two most notable instances of this spirit Canvon Sketches, sy an Amateur. 2 vols. 12mo. Canvon Sketches, sy an Amateur. 2 vols. 12mo. The worden and the other dramatists and occasional poets of Charles II.'s reign are full of sarcasms upon Dutch cowardice; and yet, strange as it may seem, most of these sarcasms were given to the English public about the very time that London was trembling at the sound of De Ruyter's beautiful sentiment—the junaffected offspring of an indow such "strange flesh" would eat when cooked, or performing any other equally curious or ingentions. When not reading I was dreaming. From the hubbub of the school I could transport myscalf in a twinkling to some fair Otaheitan isle—some speck of verdure that "lit the ocean with a smile," where summer, and genite gales, and beauteous beautiful sentiment—the junaffected offspring of an flowers, and odoriferous spices were perpetual; and

there. waves upon the sparkling shore, until the tumbling of a slate or book, or the harsh growl of the master, startled me from my day-dream and brought me to a sense of things more immediate and material.-But I possessed in a high degree the happy faculty of abstraction—a faculty that can transplant you in an instant from the duliest scenes and company to the brightest and gayest—and in a few moments I was again "all abroad"—listening to the roar of Niagara scrambling over the blue mountains of Jamaic lolling in the orange groves of the Indies, until, after years of wandering I would fancy myself returning to anxious friends and old companions.

"When the flower was in the bud, and the leaf up on the tr With the lark to sing me hame to my ain countree."

What was the petty pain of a few blows (I never felt the disgrace) to such visions of delight? Nothing. And so I continued—s boy inured to stripes, and utterly destitute of all marks or orders of merit the tail of my class—the superlative degree of comparison for idleness and inability. No "speci-raen," of my proficiency in the art of chirography was ever exhibited before company in the parlor of my parents: nor

"When friends were met, and goblets crown'd," was I ever called upon, like other boys, to exemplify the beauties of the Brilish Poets by my juvenile pow ers of recitation.

It will be observed by those not already familiar with these essays through the New-York Mirror, where they originally appeared, that there is something singularly fresh and felicitous in the style of this author; and it must be allowed, that it is long since a new work indicating greater promise on the part of its writer in future efforts, has come from the New-York press. These volumes are edited by Theodore S. Fay, Esq. a friend of the writer, and dedicated to Washington Irving.

We are compelled to close our Review to-day leaving several books, which came to hand at too late an hour to do them justice, unnoticed. They shall all be, however, duly attended to in their turn.

THE RECEPTION OF THE PRESIDENT in this city, by the civil authorities, with the attending throng to witness the spectacle, was exceedingly brilliant and animated. The whole town seemed emptied into the Battery and upon the adjacent wharves, the rigging of the vessels at the latter points being glive with human beings, while the Bay was crowded with small craft. About 4 o'clock, the steamboat North America, which was gaily decorated with flags for the occasion, landed the President and suite, with the public authorities, who had gone down to Amboy to receive him, at Castle Garden, amid the discharge of artillery, and the acclamations of the multitude—the two Dutch ships in the stream very handsomely uniting in the salute from the Battery. After receiving an address from the Mayor in the saloon of the Castle, the proeession formed and proceeded to cross the bridge. when those immediately around the President's perperson had a most narrow escape from destruction. The particulars are thus given in the D. Advertiser:

Just after the President had crossed the bridge which connects the garden with the Battery, being filled at the moment with the Procession, it gave way, and carriing with it the two Ticket-offices standing on each side, fell into the water below. General Jackson, mounted, had that mement cleared the bridge, and was but 15 or 20 feet from it when the accident occurred. Among those who fell with the bridge, were Gov. Cass, Major Donelson, Colonel Earl, and Judge Hoffman, Alderman Monroe, Messrs. Bloodgood and Benjamin Swan, of this city; none of the above were materially injured, nor have we yet heard of any serious injury, except, that to one young man who appeared to have his arm The end of the bridge resting on the battery wall gave way, and fell down into the shallow water, resting on the loose stones below. The procession was thus cut off, leaving only about twenty persons behind Gen. Jackson. A large number of people were upon the bridge at the moment, and were thrown in a mass into the shallow water. How it happened that no lives were lost, and no more inju- chased a third ship, which is to be immediately fitries incurred, it is very difficult to imagine. We have ted up for a voyage to the south seas.

where "feathery cocoas fring'd the bay," || heard of several remarkable escapes. would I lay myself down and watch the breaking of bridge fell, two of our informants had a full view of The tick the scene at the moment of the accident. et boxes seemed to be torn or crushed in, and the people who crowded their tops, as well as those with-in, were precipitated into the river. One of the keepers had the singular presence of mind, on hearing the crashing of timber, to seize his money drawer, which he saved, although he fell with the mass, got wet, and was involved with the crowd in the common dan-One gentleman was saved from no less immiger. He had taken his stand at the gate way, nent danger. to see the procession pass, and was leaning against one of the gate posts when the bridge fell. The gate, which is of iron, and must be of great weight, falling over, carried him with it into the water, bruising his shoulder slightly, but doing him no further injury.— He was sensible of nothing further until he found himself middle deep in water. The bridge, we are informed, had been thought insecure some time since, when posts were placed under it to support it; but these it appears were not sufficient to bear the weight of so great a crowd.

To this unpleasant occurrence we are grieved to add one of a more shocking character, which occurred on board a cutter in the harbor, while firing a salute. One of the hands neglecting to swab out his piece after its discharge, threw a cartridge into the foul gun, which immediately went off, tearing away both his hands, and depriving him of the sight of one of his eyes. The poor fellow, who paid so dearly for his carelessness, had been practised by his commander, to whom not the slightest blame accrues. for two hours at the gun that very morning. He was carried at once below, and subsequently removed to the hospital, while the salute from the cutter was regularly gone through with. A collection, amounting to several hundred dollars, was made on board the North America, immediately after the accident occurred, and the amount presented to the unfortunate seaman.

The windows were thronged as the President, who rode uncovered bowing to the spectators, passed up Broadway. He was plainly dressed, and though very aged in appearance, did not look out of health: while we could not help observing, that his easy seat on the saddle would be worthy of imitation by some of our city equestrians. On reaching the City Hall the troops, who, we ought to add-(with the exception of one or two companies who, on the march through the streets, appeared more occupied in looking up at the windows, than dressing with eyes ahead)-presented an unusually fine and military appearance, were reviewed by the President; who, about sunset, repaired to the American Hotel, and took possession of the very handsomely furnished apartments provided for the ocaasion. The day, which was remarkably fine and very cool for the season, passed off, we believe, without anything further to inspire regret, except the accidents we have mentioned; and the only disappointment in the assembled multitude secmed to be, that Black Hawk and his friends did not form part of the cor-

STEAM PACKET DAVID BROWN .- By the arrival of the David Brown, Captain Penoyer, we have Charleston papers of the evening of the 8th instant, and by the swift mail to the morning of the 4th; Savannah, New-Orleans, and other dates are also received by this Packet several days in anticipation of the mails.

The Buffalo Journal says that Mr. D. Whitney, an enterprising Western Pioneer, is erecting a Shot Tower on the Wisconsin River, near the Galena Lead Mines, which will be in operation in August.

The produce of the Great Falls Manufacturing Company at Somersworth, N. H., the six days ending the 31st ult. was 140,000 yds. Cotton Shirting, 30 to 38 inches wide, of yarns Nos. 26, 33 and 40; and 3,300 yds. Broadcloth entirely finished. The capacity of the Woollen establishment, exclusive of Carpetings, is 600 yds. Broadcloths per day.

The Poughkeepsie Whaling Company have pur-

FOREIGN INTELLIGENCE.

Latest from Mexico. - The New Orleans Bee has received Tampico papers to the 6th May. They bring the intelligence that Santa Anna had voluntari ly resigned the Presidency, to which he had been raised by the grateful voice of the people. He had also devoted the \$2000, given him by the State of Yucatan, to the purposes of education. A project of a law to abolish all obstacles to the liberty of the A project of press is now before the Mexican Congress. Another law has been submitted to the Legislature at Vera Cruz, to prevent the ecclesiastical corporation from increasing their wealth by testamentary donation.

The abolition of tithes is also spoken of.—[Journal of Commerce.

Twelve Days Later from Europe.—A Postscript in part of last night's edition gave the chief news brought by the packet ship York, Capt. Nye, from London, which is in several respects of an important character. The last previous accounts, it may be recollected, advised us of a defeat of the British Ministry in the House of Commons, on the proposition to reduce the malt duty, the House voting for the reduction in opposition to the Ministry by a majority of 10. The House has since rescinded its vote, and the apprehended change of Ministry will hardly, therefore, occur.

From Portugal, the intelligence is somewhat brighter for the friends of Pedro. The accounts from Oporto are to the 1st of May. It is stated that supplies in provisions, ammunitions, and reinforcements in troops were daily arriving. On the 19th April, a vessel arrived from Bologne with 320 Frenchmen, and other troops were hourly expected. Desertion is said to be rapidly thinning the ranks of Miguel and much stress is laid on insurrection at Figuerra in favor of his brother.

The Dutch question remains in the same perplexed condition as stated in our last accounts. It seems generally believed that the King of Holland has the countenance and support of Russia, a it is even said that 25,000 Russian troops are advancing to give him such aid as he may require.

From France, there is no news of moment. The king had received addresses on the occasion of his birth-day from the Diplomatic Body, the two Chambers, and other public bodies. A letter from Paris says—"The supplies will be quickly voted by the Chambers. The prorogation will instantly ensue, and then—strong measures, to which the reflecting portion of the nation continue to look with much auxiety.

Four Days Later from London.—By the packet ship North America, Capt. Macy, we have received our regular files of English papers to the 15th ult. inclusive. The violent proceedings of a public meeting, which was likewise attended with blood. shed, caused much excitement in London, where the new abolitien bill of the British ministry is still the prevailing theme of interest.

In Paris they have a new theme for discussion in the birth of a daughter to the Duchess de Berri-Thus, says a Paris letter writer :

The object of the legitimatists, in repeatedly affirm. ing that she was in a dying state owing to confine-ment, has failed. They sought by that means to ob-tain her enlargement and expulsion from France before the period of her accouchement, because a declaration of the truth would have been rendered inevitable on that occasion if it took place in France. It will be necessary for her to say who the father of the child is; if she decline mentioning any, the child must, by the laws of France, be recorded a bastard; if she shows it to be the fruit of a legitimate union, she forfeits her title as guardian to Henry V., a thenceforward her influence over and connexion with the party of the pretender entirely cease. Your correspondent has already apprised you of a scheme formed to preserve the fame of the captive Duchess. That scheme has been imagined by her nearest relatives, and if persisted in, will be acted upon forthwith. You will find the statement of it reproduced in most of the Paris papers, on the authority of your correspondents, and to have excited no small degree of curiosity here on the present occasion. So lithe papers do not give an accurate interpretation to

Digitized by GOOS

posed to him after the grossess of the Duchess had become manifest, and that he has consented to figure relate any characteristic anecdotes of Mr. Randolph, as the legitimate father by means of a sum of money may be excused for indulging in such reminiscences. which has been at last fixed at 1,000,000 of francs. The King of Naples, brother of the Duchess de Berlinm the first time he went to England, and to pass ri, has taken an active part in the negotiation. He some time with him in London; and I can unhesihas consented to pay a part of the money. The tatingly declare, that I never travelled with so enother near relatives are to make up the remainder. If the marriage of the Duchess with this Prince is stated in the acte de naissance and the extraite baptistaire, a date will, of course, be assigned to it, which will make it appear that there is nothing questionable in the legitimacy of the childs birth. Which-ever way the matter is ultimately arranged, a blow has been given to the political career of the Duchess de Berri which will prove more fatal to it than the walls of Blaye.

The object for which the French Government prolonged the captivity, and the French Royalist demanded the liberation, of the Duchess of Berry has been at last accomplished. Her Royial Highness has given to the family of the Bourbons a female Vendean, to remind them of her romantic exploits and adventures in La Vandée, during the summer and autumn of last year, when attempting to regain the crown for her son Henry V. The Carlists at Paris seem extremely son Henry V. The Carlists at Paris seem extremely ungrateful for this happy present, and deny its authentic history with the greatest intrepidity imaginable.

The French papers of Sunday announce the discovery of an extensive conspiracy against the Sar-dinian Government in the districts of Savoy or Piedmont, and state that arrests had taken place, in con-sequence, both at Turin and at Genoa. The same accounts ascribe the movement to French political agents from Grenoble and other parts of the French frontiers.

The Commandant of Blaye, to M. the President of the Council—Dated May 10.

Madame the Duchess of Berry was safely delivered of a daughter this morning, at half past 3 o'clock. The pains of travail lasted 20 minutes.

M. Dubois, as well as myself, was a witness of the accouchement. The other witnesses arrived afterwards. The verification will be made in the manner agreed upon between the Duchess and me. She ner agreed upon between the Duchess and me. will herself present the infant, and declare that it be-

The mother and infant are well; only the little is somewhat feeble. The Duchess is full of magirl is somewhat feeble. The Duchess is full of ma-ternal affection. She declares that she will not have

At the moment of signing the declaration, Deneux added, 'I have delivered Madame the Duchess of Berry, the lawful wife of Count Hector Luchesi Palli, Prince of Campo Franco, Gentleman of the Chamber of the King of the Two Sicilies.'

MISCELLANY.

JOHN RANDOLPH, OF ROANORE, was too remarkable a man while living, not to be an object, now that he has so recently disappeared from the scene, of great and general curiosity and interest. We consider ourselves fortunate, therefore, in being enabled by the kindness of a friend, who was slee an intimate friend of Mr. Randolph, to minister in some degree to the gratification of this interest by a series of numbers, in which some of the peculiarities, the piquant sayings, the characteristic letters, and even the poe try, of Mr. Randolph, are embodied.

Of the authenticity and accuracy of these remini scences and extracts, our readers may be fully persnaded; for the gentleman who communicates them for publication is known to us as of the strictest honor and truth-though, as the friends he often delights could, if we were at liberty to name him, attest, noted story teller:

> [FOR THE N. Y. AMERICAN.] JOHN BANDOLPH, OF ROANOKE.

It is to be hoped, that some one of the late John Randolph's intimate friends, who possesses the necessary qualifications, will undertake to give his biography to the world. He has been too remarkable a character, and has filled too large a space in public estimation, to be passed over merely with a few news-paper sketches, which will soon be lost or forgotten.

by Prince Ruffo. That there may not be any further state, who always exercised his brightest talents in misunderstanding, it may as well be stated at once that the bargain with the Neapolitan Prince was probing rapher in Virginia, which still abounds with dismay be excused for indulging in such reminiscences

It was my good fortune to cross the Atlantic with tertaining a companion: nor have I ever met with his equal for diversity of knowledge. If my memory were as good as his was, I could write a very amus-ing book of his sayings and anecdotes, historical, biographical, political, classical, theological, &c., but as it is not, I can only venture to relate a few of the more striking circumstances which occurred whilst we were together.

The first time I ever saw Mr. Randolph was the morning on which we embarked in the packet ship Amity for Liverpool, March 16, 1822.

I was introduced to him by a mutual friend, who casually mentioned, at the moment, that I was an Irishman. Shortly afterwards, Mr. R. came up and addressed me as follows:—"I am very happy, Sir, "to meet with an Irishman, for I love your country. and admire her sons-and daughters too, Sir. Miss and admire her sons—and daughters too, Sir. Miss, Edgeworth is my great favorite. I know her works almost by heart. By the way, perhaps you can solve a difficulty which has often puzzled me in the geography of Ireland. Why is it, Sir, that in every map of Ireland I have ever seen, the town of Ballinasloe is placed on the wrong side of the river Suck ?"

I could not forbear laughing at the singularity of the question, whilst I replied—"As we are to be "fellow-passengers, Mr. Randolph, I may as well "confess my ignorance at once, by declaring that I "not only cannot answer your query, but I really was
"not before aware that there was a river of that
"name in Ireland, never having visited Ballinasloe:"
and I then asked—"How came you to know the lo"calities of Ireland so minutely?" "By books, "conversation, and the blessing of a memory which never forgets anything," he replied. In fact, we were not two days together, before I discovered that he was intimately acquainted with every part of Eng-land, Ireland, and Scotland—not only as to cities and towns, but gentlemen's country seats; and he knew the history of every celebrated horse-race and of every race-horse in England. He was very fond of displaying his knowledge of the most minute facts on these points, and it was very agreeable to myself and the other passengers to listen to him.

Just before we sailed, the Washington papers were received announcing the defeat of the Bankrupt bill by a small majority. At the moment, I forgot that Randolph had been one of its most determined opponents, and I spoke with the feelings of a Merchant when I said to him—"Have you heard the very bad "news from Washington this morning?" "No "sir," replied he with eagerness, "what is it?"—"Why sir, I am sorry to tell you that the House of "fast losing—'the glory of Israel has departed.'"

His three greatest living favorites were Nathaniel

"air," replied he with eagerness, "what is it?"—

"Why sir, I am sorry to tell you that the House of

"Representatives have thrown out the Bankrupt bill,
"by a small majority." "Sorry, sir!" exclaimed he, and then taking off his hat and looking upwards he added most emphatically, "thank God for all His "mercies!" After a short pause he continued. "how the short pause he continued." The speaking of authors, I found that he was a continued." The speaking of authors, I found that he was a continued." The short pause he continued. "how the short pause he continued." The speaking of authors, I found that he was a continued." The short pause he continued. "how the glory of Israel has departed."

His three greatest living favorites were Nathaniel Macon (whom he always called "Uncle Nat,") Judge Marshall and Mr. Tazewell; etc. "I'll leave to Uncle Nat and Tazewell—their decisions are low whist, if any contest arose en the rules of the game, he used playfully to exclaim—"I'll leave it to Uncle Nat and Tazewell—their decisions are low whist, if any contest arose en the rules of the game, he used playfully to exclaim—"I'll leave it to Uncle Nat and Tazewell—their decisions are low whist, if any contest arose en the rules of the game, he used playfully to exclaim—"I'll leave it to Uncle Nat and Tazewell their decisions are low whist, if any contest arose en the rules of the game, he used playfully to exclaim—"I'll leave it to Uncle Nat and Tazewell their decisions are low whist, if any contest arose en the rules of the game, he used playfully to exclaim—"I'll leave it to Uncle Nat and Tazewell their decisions are low with the statement of the playfully to exclaim—"I'll leave it to Uncle Nat and Tazewell their decisions are low with the statement of the playfully to exclaim—"I'll leave it to Uncle Nat and Tazewell their decisions are low with the statement of the playfully to exclaim—"I'll leave it to Uncle Nat and Tazewel delighted I am to think that I helped to give that hateful bill a kick-yes, Sir, this very day week I spoke for three hours against it, and my friends, who forced me to make the effort, were good enough to say that I never had made a more successful speech; it must have had some merit, for I assure you that whilst I was speaking, altho' the Northern mail was announced, not a single "member left his seat to look for letters, a circum-"stance which had not occurred before during the "Session!" I endeavored to combat his objections to a Bankrupt Bill subsequently, but of course with-out any success; he felt as a *Planter*, and was very jealous of the influence of *Merchants* as Legislators.

One of our company was an excellent chess player. and frequently challenged Randolph to a game, but for a long time he refused. "I have not played at "chess, Sir," said he, "for seventeen years, and "cannot recur to the last game I played but with un-"pleasant feelings, for it lost me a friend for ever.
"You have heard, I dare say, of my intimacy with
"Mr. Jefferson, but perhaps you don't know that
"he took more pride in his skill at chess than in "any thing else—very few indeed, Sir, could beat him, and he could not endure defeat. I was aware

yeur correspondent's allusion to the 40,000% claimed||Such an ardent and devoted admirer of his native||"so pointed a way I could no longer refuse, and we "sat down at the game. I soon cried 'check-mate,' and he never forgave me afterwards!!

Mr. Randolph had a large box full of books with him which he was taking to England to get bound. I asked him why he had not sent them to Philadel-phia or New York for that purpose. "What Sir," aid he, "patronize our Yankee task-masters who have imposed such a duty upon foreign books! ne-ver, Sir, never! I will neither wear what they make, nor eat what they raise, so long as my purse "make, nor eat what they raise, so long as my purse "can get supplies from old England, and until I can "have my books properly bound south of 'Mason "aud Dixon's line,' I shall employ John Bull!" One day at dinner the Captain said, "Mr. Randolph, will "you allow me to help you to some codfish?" "No, "Sir, it comes from New England," was his laconic reply. Whenever he praised any northern man, it was always with this limitation—"He is the clever"est man I know, north of the Potomac!"

On Sundays he used to read for us a chapter in the Bible or part of the Church service, and once he made an extemporaneous prayer; and he never would permit any reflections to be cast upon religion with. out a very pointed rebuke. He told me that for many years he had been corrupted by the infidelity which prevailed amongst many of the leading politicians at Washington; but that in the year 1816, during a severe fit of illness, he had a remarkable vision, which completely dispelled the delusions under which he had surrendered his faith, and that since then he had been a firm believer in Christianity. He shewed me a letter which he wrote immediately after this illness addressed to a bosom friend in Virginia, in which he gave a circumstantial detail of his "conversion," as he siways termed it, and he even gave the words which were uttered in his ears by his invisible monitor during the vision. "This letter," said he to me, contains nothing but the truth, strange as it may appear to you, and it would make me miserable to doubt it!" Whilst conversing on this subject, he told me that the late Mr. Pinkney of Baltimore had assured him, just previous to his death, of his unsha-ken belief in the truths of Christianity. Of Mr. Jefferson, however, he gave a very different account, which I can now readily believe after having read his letters, although at the time (1822) I thought Randolph was too strongly prejudiced against him.

No. II.

Virginia was one of his favorite topics, and the enthusiasm with which he spoke of her was delightful. But alas!" he used sometimes to say, "the days of "her glory are past. Old Virginia is no more. The "title of Virginia gentleman, which used, in my young "days, to be our boast, has almost become ob " for which we have to thank the repeal of the good of old English laws of primogeniture. It was a great " mistake, Sir, made by our politicians to break down " our native aristocracy. It gave us an ascendancy in the councils of the Nation, which we are now

admirer of Milton, but he did not like Young, Thomson, Johnson, or Southey. His classification of modern poems was very curious. "Sir, I place first on "the list 'Tom Crib's memorial to Congres "'The two-penny post bag,' and third, 'Childe Ha"rolde's Pilgrimage;' but 'I can't go (a tavorite "rolde's Pilgrimage; but 'I cart go (a invorus expression) Moore's songs—they are too senti"mental." In looking over his books one day, I discovered 'Fanny,' Mr. Halleck's very amusing satirical poem. "I am glad," said I, "that you do
"not proscribe Yankee poetry as well as Yankee
"codfish." "No sir," replied he, "I always ad"the salest to metter where it comes from: and mire talent, no matter where it comes from; and I consider this little work as the best specimen of American poetry that has yet been given to the world. I shall take it to England with me and pre-" sent it to the lady whose talents and conversation I shall most admire." When I afterwards met him in London, I recollected this conversation, and asked—
"Well, Mr. Randolph, who got 'Fanny?" "Your
"countrywoman, Miss Edgworth—she has no competitor in my estimation."
But, to return to our voyage—he proposed that we

should read 'Fanny' together, to which I willingly consented, and here I must regret that I cannot do justice to his readings—but my memory is at fault.— "of this, and had always declined playing with him, whenever he came to any allusion in the poem, either because I was his match, until one unfortunate personal or political, up went his spectacles and evening, when he touched my Virginian pride in down went the book, and he introduced some anecto New-York; and in this most entertaining way we took three mornings to get through "Fanny."—I wish I could embody the "context" which he gave to the text" as we went along; all I can say, is, that it ras worthy of the poem, and I am sure that Mr. Halleck would have been flattered to have had such an able commentator.

He showed me his note book, which was a strange medley about horses, slaves, epitaphs, pieces cut out of newspapers, receipts, congressional anecdotes, quetations, &c. &c. He also kept a regular diary, and could tell at whose house he dined every day in Washington—who the company were—and the leading topics of conversation. Pointing to a particular date he said, "Sir. I shall never forget a circumstance that occurred at Mr. --e table. There was a large company, and amongst them a hoary headed aches, whose vices had brought him to the verge "of the grave—he had the audacity, Sir, to call in "question the existence of the Doity—presuming, I
suppose, that there were some kindred spirits present. I happened to sit opposite to him, and was " so disgusted by his impiety, that I could not avoid " exclaiming— I think, Sir, you might better have been silent on that subject—for, judging from sp-"been silent on that subject—for, judging from sp.
"been silent on that subject—for, judging from sp.
"been salent on that subject—for, judging from sp.
"culer preef of the power of that God, whose ex"istence you now question." He turned pale with
"anger, and trembled, but made no reply, and the

say that whatever mental advantages he possessed, him, the thanks of Congress for his humanity and were owing to the assiduous care of his mother—kindness to our poor Americans, during those times. and he used to speak of her in the most glowing terms of filial affection, never using her name with-out the exclamation of "My Mother—God bless

He made us well acquainted with his favorite slave "Juba," whom he daily cited for some good quality or another. "He has not half the talents of "my man Jube, Sir," was a frequent expression, when discussing the merits of a politician whom he

His knowledge of the most important light houses points of land, latitude and longitude of places, wa very great, and astonished even our Captain, with whom he made several amusing bets on the subject, which, by the way, he always won. Two or three days before we made the land, we were sitting on deck, whilst the Captain was taking an observation at noon. "Pray," said Randolph, "what is our lat-"tude and longitude now?" The Captain told him.
"How do we head by the compass?" This also was told him. "Now, Captain," continued he, "can "you tell me 'off the book," what land we shall "first make if we continue on our present course?" "Why," replied the Captain, "if you show me the chart, I'll bell you in a minute." "Oh no " exclaimed Randolph, "you must go by head work.—I say we shall hit 'Sligo head, and I'll back my "opinion by a pipe of wine or Schuydam gin," a favorite bet with him. "I wont bet any more," replied the Captain, "but I shall prove you to be wrong "by the chart, for I say we shall make the Mull of "Centire." The chart was produced—the compass used—the line drawn, and—"By George, you're "slweye right," shouted the Ceptain, as the line touched Sligo Head—"Pil never contradict any sa

On the 5th April we made the land about 12 e'clock, but as the wind had varied after Randolph's prediction about "Sligo Head," we first saw the untains of Donegall, which are farther north After we had gone some hundred and fifty miles along the coast, which is very barren to the eye, Randelph said to me, "Well sir, I now believe the story told by Arthur Young, of a farmer who took "his son out walking a few miles distant from his home in the County Meath—they passed a tree—
"the boy stepped and asked 'Father what is that?" never having seen one before! Here we have been sailing by Ireland for a whole day, and I have not laid eyes yet on a single tree!"

I assisted Randolph in assorting his papers, books, &c. a day or two before we reached Liverpool, and he insisted upon presenting me with several of them; but at length he became so very generous I positive-ly refused to receive any more. I happened to men.

have already been too liberal, and I positively refuse, "to accept another book from you." "Pray, Sir," rejoined he, in a half-comic, half-serious way— "do you hold a power of attorney from your father to take or reject all presents made to him?—if you "do, produce it—let us see the seal—if not, the question admits of no argument. I do not give you the books, as you don't deserve them—they are "your father's, Sir; and if you retuse to take them, shall find another carrier!" I had previously told him that my grandfather had been very kind to those Americans who visited Cork during the Revolutionary War, for which he had received the thanks of Congress, through General Washington, who had also sent him his miniature likeness in a gold ring, which the family felt very proud of.

After the conversation about the books, he sat down and wrote the following letter on his knee, addressed to my father :

"Amity at Sea, April 4, 1822, "Lat. 54 30. long. 13 E.

"Sir: Having had the pleasure of an introduction to your son by Mr. , of New-York, on the mor ning of our embarkation for Liverpool, I have taken the liberty to order my bookseller at Washington to send to your address a copy of Waite's State Papers, printed by order of Congress.

"I am not too young to remember the capture of Burgoyne: and most of the subsequent events of our "company seen afterwards broke up, but I never struggle for independence are also indelibly impressive again noticed him.—Perhaps I was wrong, Sir, in ed upon my memory. As the countryman of Washington of the impressive form of the speaking of his younger days, he used to er, to the son of that man, who received, through

"The enclosed Coat-of-arms, if pasted in the first volume, will be evidence unquestionable of your title. volume, will be evidence unquestionable of you, and "I am, sir, your father's obliged fellow creature, and your humble servant,

Јони Канроден, of Roanoke,

Charlotte county, Virginia."

I may here add, that the said books were forwarded from Washington to New York, and unfortunately put on board the packet ship Liverpool, which was lost in the ice on her first voyage, and every thing went down but the passengers and crew, who were saved in the long-boat. My father therefore only received the preceding letter, much to his disappointment.

JOHN JAY.—In noticing some weeks ago the life of this honest and eminent American, we alluded particularly, and with expressions of great admiration, to a correspondence between him and Mr. Van Schaack, of Kinderhook. We now make room for this correspondence, which-with the single remark that Mr. Jay and Mr. Van Schaack took opposite sides in the American revolution—explains itself.

We have italicised one passage as worthy of all admiration; and well would it be for the country, and for the honest fame of those who govern it, that modern statesmen could fashion their course by such principles.

We hope these letters will be generally read. We have read them over and over again, and would not willingly call that man friend whose heart does not " sertion of your's again, Mr. Randolph, upon any swell within him, as his eye takes in the noble sentiments of these two congenial friends.

> To John Jay. LONDON, 11th August, 1782.

(Rathbone place) No 20, Charlotte street. \
Dear Sir—Though I have taken up my pen to write to you, I own I hardly know what to say; embarrassed as I am by a consideration of the strange predicament we stand in to each other, compared with our connexion in early life. I write, without any precise object, trusting to what chance (if any thing it should) may produce from it. One thing, however, I must premise, which is, that I have no design of making this introductory to any improper request. Pride, or whatever it may be called. will restrain me from any application that might expose me to the mortification of a refusal; and I am not so week as to attempt to prevail in any matter inconsistant with your duty, and your sense of it .-The impressions of my youth are not easily effaced;

dote to the point, or told some story of his first visit || have my copy." "By no means," replied I, "you || relations, introduced by a state of society, may vary, or be dissolved, by events and external stances;—but there are others, which nothing but deviation from moral rectitude can, I think, annihilate.

I congratulate you on the increase of your family, and sincerely wish you and Mrs. Jay, overy domes-tic happiness. I am dear sir, Your most obedient servant. Peter Van Schaack.

To Peter Van Schaak.

Paris, 17th September, 1782.

Dear Sir-Dr. Franklin sent me, this morning, your letter of 11th August last: I thank you for it. Aptitude to change in any thing, never made a part of my disposition, and I hope makes no part of my character. In the course of the present troubles I have adhered to certain fixed principles, and faithfully obeyed their dictates, without regarding the con-sequences of such conduct to my friends, my family myself; all of whom, however dreadful the thought, I have ever been ready to sacrifice, if necessary, to the public objects in contest.

Believe me, my heart has nevertheless been, on

more than one occasion, afflicted by the execution of what I thought, and still think, was my duty. I felt very sensibly for you and for others; but as society can regard only the political propriety of men's conduct, and not the moral propriety of their motives to it. I could only lament your unavoidably becoming classed with many whose morality was convenience, and whose politics changed with the aspect of public

affairs.

My regard to you, as a good old friend, continued notwithstanding. God knows that inclination never had a share in any proceedings of mine against you; from such thorns no man could expect to gather grapes; and the only consolation that can grow in their unkindly shade is a consciousness of doing one's duty and the reflection that so, on the one hand, I have uniformly preferred the public weal to my friends and connexions; so on the other, I have neaer been urged on by pribate resentment to injure a single individual.

Your judgment, and consequently your conscience, differed from mine on a very important question; but though, as an independent American, I considered all who were not for us, and you among the rest, as against ne; yet, be assured, that John Jay did not

cease to be a friend to Peter Van Schaack.

No one can serve two masters: either Britain was right, and America wrong; or America was right, and Britain wrong. They who thought Britain right were bound to support her; and America had a just claim to the services of those who approved her cause. Hence it became our duty to take one side or the other; and no man is to be blamed for preferring the one which his reason recommended as the most just and virtuous.

Several of our countrymen, indeed left and took arms against us, not from any such principles but from the most dishonorable of human motives.— Their conduct has been of a piece with their inducements, for they have far outstripped savages in per.
fidy and cruelty. Against these men every American must set his face and steel his heart. There are others of them, though not many, who, I believe, op-posed us because they thought they could not conposed us because they thought they could not con-scientiously go with us. To such of these as have behaved with humanity, I wish every species of pros-perity that may consist with the good of my country. You see how naturally I slide into the habit of

writing as freely as I used to speak to you. Ah! my friend, if ever I see New-York again, I expect to meet with the shade of many a departed joy. My

Heart bleeds to think of it.

How is your health? Where and how are your children? Whenever as a private friend, it may be in my power to do good to either, tell me. While I have a loaf, you and they may freely partake of it. Don't let this idea hurt you. If your circumstances are easy, I rejoice; if not, let me take off their rougher

edges.

Mrs. Jay is obliged by your remembrance, and
The health of us presents you her compliments. The health of us both is but delicate. Our little girl has been very ill, but is now well. My best wishes always attend and be assured, that notwithstanding any political

changes, I remain, dear Peter,
Your affectionate friend and servant,

JOHN JAY.

To John Jay. LONDON, OCT. 15, 1782.

Dear Sir: I will not attempt to describe my feelty requised to receive any more. I happened to men. The impressions of my youin are not easily effect in the hurry of departure to and the new scenes I have passed through have not ings upon the perusal of your very friendly letter. I speciare "Waite's State Papers," which had recent. altered my oldnotions of right and wrong. Calsum consider it as a perfect picture, in which I can trace by been published by order of Congress, for my father, who was fond of all such American publical tiered your opinion of me as a men, I own, is a questional wife and assurance of its continuance: your kind inquisition.

Diaitized by

generous offers with respect to both them and my-self; and your pathetic allusion to the melancholy scenes you will meet on your return to New-York, melted my heart; and every idea of party distinc-

tion or political competition vanished in an instant.

The line you have drawn between your political character and your private friendship is so strongly marked, and will be so strictly attended to by me, that I hope our correspondence will not end here. Be assured, that were I arraigned at the bar, and you my judge, I should expect to stand or fall by the

erits of my cause.

With respect to the great contest in which, unfortunately, I differed from others of my valuable friends as well as yourself, I can say with the most sacred regard to truth, I was actuated by no motive unfriendly to my country, nor by any consideration of a personal or private nature. Men's hearts are ways known even to themselves; but, believe me that I spared no pains in examining into all the secret recesses of mine. I can say, too, that my wishes were to have gone with you. The very apwishes were to have gone with you. The very ap-pearance (and in my view of things it was appearance only) of taking part against my country dis-tressed me to the extreme. Could it be for the weltressed me to the extreme. Could it be for the welfare of great Britain that I could wish to sacrifice the welfare of my native country? My attachment to her (great indeed at was) was founded on her relation to America, and the happiness which I conceived America derived from it : nor did it appear to me, from anything that had happened, that the connexion was dissolved. Upon the whole, as even in a doubtful case, I would rather be the patient sufferer, than run the risk of being the active aggressor; and as I should rather be even a figure for the hand of scorn to point its slow and moving finger at than to destroy the peace of my own mind, I concluded, rather than to support a cause I could not approve, to bear every distress that might result from the part I took; and if America is happier for the revolution, I declare solemnly that I shall rejoice You, my dear sir, will excuse my saying thus much on a subject so interesting to all that is dear to me in life. My heart warms whenever our country (I must call it my country) is the subject; and in my seperation from it, ' I have dragged at each remove a length ening chain.

am sorry that the health of you and Mrs. Je should be but indifferent; and you have my cordial wish that you may both enjoy this individual blessing Perhaps it would sound equipocally were I to expres a wish that you would not attend so much to public queinces, but remember what Horace says of a wise and good man: 'Ultra quam satis est, virtutem si petat ispam.' Your horse, I hope is your only physician; and as to an apothecary, I hope you will not require even an ass. My health, which you kindly inquire after, was never better, saving the complaint in my sight, which, however, gives me no pain. The one eye is quite useless, and two years ago I got an attack upon the other; at that period indeed my friend, I wanted consolation; but bless God I found resources in my mind which very soon prepared me

with resignation for the worst.

"As to my circumstances, my dear sir, they are quite easy; rendered so by the provision my good father-in-law made for my children: were they otherwise I know no man who could sooner induce me to invade my maxim against incurring pecuniary obligations than yourself, for between the professions and actions of my friend, John Jay, I never yet have known one instance of a variance. My spirits, too, and actions of my friend, John Jay, I never yet nave known one instance of a variance. My, spirits, too, are good; and I have a good circle of acquaintances, not only in town, but in the pleasant villages in its neighborhood, where I frequently walk ten or twelve persons enjoy more social and convivial hours than I do: and though I do not miles before dinner. Upon the whole, I believe few do; and though I do not so often partake of the "feast of reason and the flow of soul,' as I did at New York, yet I ought rather to be thankful for my situation than to repine at my share of the public calamity, which has involved so many families in ruin.

My children (I acknowledge it gratefully) have been permitted to remain at Kinderhook; which, by-the-bye, is become the Athens of the county of Albany; Harry is represented to me as a lively i and has been examined and approved at Yale College: I hope the poor fellow will not be reproached with the malignity of his father; on my part, I assure you, I have often cautioned my friends to take care not to let him imbibe any political prejudices on account of any ill usage he might possibly suppose I had received. I would not let him come to England, because I mean he shall never leave America. If he has an American education, with a good share of the weighty bullion of American sense,

ries into the situation of me and my children; and I shall not regret his being unacquainted with the method of spelling wife, then Doubleyen, i. ef. c. refinements of the Old World. Can you forgive me for dwelling so long on my private concerns?—
Your kind inquiries convince me you can. What a the anniversary of the Declaration of Independence, great theatre you are setting upon, and what a con-spicuous part do you sustain! What a fund of information must you have collected; and, conscious of the rectitude of your measures, what must be your feelings upon the consummation! I have always considered you as one of the most formidable enemies of this country, but since what has happened, has happened, there is no man to whom I more cordially wish the glory of the achievement. My respectful compliments to Mrs. Jay; and believe me, dear sir, your affectionate friend and siacere well wisher,
Peter Van Schaack.

THE COTTON TRADE.—In France, in 1831, the cotton spun was 74,000,000 lbs. besides the British yarn smuggled through Flanders. In Alsace power looms are increasing fast. Average wages of spinners, 5s. Rd.: hours of labor 12 to 14 hours. In Switzerland, 8d.; hours of labor 12 to 14 hours. In Switzerland, in 1831, the cotton spun was 18,816,000 lbs. No. 40 costs 14 1-2d. when cotton is 8d. 3-5ths, wages, 4s. costs 14 1-2d. when cotton is 8d. 3-5ths, wages, 4s. 5d.; wages in similar mills in Britain, 8s. 4d. In the Prussian and Rhenish Provinces, in 1830, the cotton spun was 7,000,000 lbs. Power looms have been profitably introduced. In Saxony cotton spinning is just commencing, and fast augmenting; in 1831 there was spun 1,200,000 lbs. of cotton; average wages, 3s. 6d. They spin as cheap as the British as high as No. 50 warp, and No. 80 weft. In Lombardy, in 1831, the cotton spun was 4,000,000 lbs. In Austria it is fast advancing; in 1831, 12,000,000 lbs.; average wages, 3s. 9d. In India the new mill, 12 miles above Calcutta, works every day. 91 hours in the above Calcutta, works every day, 91 hours in the week. The spinner managing one mule earns 1s. 9d.; his piecers (three in number) 9d. to 1s. each. No. 20 to No. 40. In the United States, in 1831, the cetton to No. 40. In the United spun was 77,550,000 lbs.

Franklin's Familiar Letters .- Dr. Franklin says

in 1767 of French Rouging:
"As soon as we left Abbeville, the swarthiness t turned. I speak generally; for there are some fair women et Paris, who, I think, are not whitened by art.

As to rouge, they don't pretend to imitate nature in laying it on. There is no gradual diminution of the to the faint tint near the sides, nor does it show itself differently in different faces. I have not had the hondifferently in different faces. I have not had the hon-our of being at any lady's toilette to see how it is laid on, but I fancy I can tell you how it is or may be done. Cut a hole of three inches in diameter in a piece of paper; place it on the side of your face in such a single stone was thrown upwards; and the quamery manner as that the top of the hole may be just under the eye; then, with a brush dipped in the colour, thrown down did not extend beyond the space required for the gate, &c. to be constructed, and was a completely loosened and reduced fit for paint face and paper together; so when the paper is taken off, there will remain a round patch of red exactly the form of the hole. This is the mode, from the actresses on the stage upwards through all ranks of ladies, to the princesses of the blood."

Sunday Amusements .- In an old magazine, printed about the year 1789, the writer, speaking of the persons whose habit it was to resort to the various tea-gardens near London, on a Sunday, calculates them to amount to 200,000. Of these, he considers that not one would go away without having spent half a crown, and consequently, the sum of £25,000 would have been spent in the course of the day: 25,000 multiplied by the number of Sundays in a year, gives, as the annual consumption of that day of rest, the immense sum of £1,000,000! The writer calculates the returning situation of these persons as follows:—Sober, 50,000; in high glee, 90,000 drunkish, 30,000; staggering tipsy, 10,000; muzzy, 15,000; dead drunk, 5000.—Total, 200,000.

Dr. Franklin on Orthography.—The following was written at Philadelphia, July 4, 1786:
"You need not be concerned, in writing to me,

"You need not be concerned, in writing to me, about your bad spelling; for, in my opinion, as our alphabet new stands, the bad spellings or what is called so, is generally the best, as conforming to the sound of the letters and of the words. To give you an instance. A gentleman received a letter, in which were these words:—Not finding Brown at hom, I delivered your meseg to his yf. The gentleman finding it bad spelling, and therefore not very intelligible, called his lady to help him read it. Between them they picked out the meaning of all but the yf, which they could not understand. The lady proposed calling her chambermaid, because Betty, says she, has ing her chambermaid, because Betty, says she, has the best knack at reading bad spelling of any one I

which we signed this day ten years, and thereby haz-arded lives and fortunes. God was pleased to put a favorable end to the contest much sooner than we had reason to expect. His name be praised.

Adien. B. FRANCEIN.

Iron Houses.—The new process for smelting irda by raw coal and hot air blast, is producing a great change in iron trade; and it is anticipated by good judges, that no long period will elapse before cast iron of the quality known as No. 1, will be manufactured at the cost of about 40s. or 45s. the ton. When this takes place generally, it must inevitably produce an effect which will pervade almost every condition of society. Rich and poor will, by degrees, find themselves inclosed in iron cages; and fir joists, and slate roofs, will become things to be alluded to me be-tokening something venerable from antiquity. The introduction of iron into building operations will, no doubt spread rapidly, as the price of cast iron fells; and, if unskilfully done at the outset, we may have a number of imperishable monuments of bad taste wherever we go. It is, therefore, of importance that good examples should be given in time, and that ar-chitects should be prepared for the change, so as not to leave the matter to the caprice or taste of the work men of the founderies.-[Loudon's Encyclopædia of Architecture.1

[From a Quebec paper.]
NICE AND SKILFUL CALCULATION.—On Tuesday last, at 5 P. M. the operation of throwing down, by blusting with gunpowder, about 40 feet of the old French curtain in the works of the Citadel, was performed by the Royal Engineers, under the superintendence of Capt. Alderson, commanding in this District. It was intended that this portion of the old work, which it was requisite to remove to make a gateway with a casemated guard room, should be taken down; and it was intended to have done so with manual labor, but the frost was found to have penetrated so com-pletely into the parapet, that this mode would have consumed more time than could be conveniently spared, and it was judged expedient to have re-course to mining. Three chambers were made in the parapet; that in the centre containing 90 lbs. of powder, and the two flank chambers 70 lbs. each. The saucisons were composed and placed so as to ignite the chambers at the same instant. The force of the powder exerted itself horizontally; not almost as completely loosened and reduced fit for removal, as if the work had been done with tools, and without shaking or injuring the new wall, or re-vetment, in the slightest degree, though the portion of the ancient work thrown down was separated from it by only a few inches.

PORTRY.

[FOR THE N. Y. AMERICAN]

The following touching lines are from the pen of Mrs. Flerida White, and were addressed to her father, Genl. Adair, of Ken-tacky, late Governor of that State, and at present a Member of

Congress.

This gifted lady accompanies her husband, the honorable M. White, of Florida, on a voyage to Europe, for the bensefit of health. The best wishes and earnest prayers of a wide circle friends accompany them.

Farewell to thee, land of my birth!
Though I leave thee to wander afar,
Thou art dearer to me than the rest of the earth—
Aye! dear as my own natal star:
And though I should see thee not—even for years—
I shall think of thee always; and often in tears.

Farewell to thee :—land of my sire!
Ahode of the brave and the free,
If ever man cherish'd a patriot's fire
And worshipped his country—'twas he:
O how could! part from his lov'd—native abore,
If I fancied his arms would enfold me no more!

Sweet home of my mother!—farewell!
As His I recalled thee with pride—
As Hers such fond thoughts on my memory swell
That utterance chooks with their tide.
If the thought of her only thus thrills through my heart,
Could I see her once more—should I ever depart.

Bright scenes of my childhood :—adieu:
Sweet haunts of my half open'd mind,:
And ye sports! Love and Youth, consecrated by you,
Oh! how shall I leave you behind?
To part thus from brothers—from staters—from free To part thus from brothers—iron server.

Is their ought upon earth that can make me a New York, 7th June, 1833.

Digitized by GOGIC

PRICES OF RAILROAD	STOCKS.	
New-York and Harlaemasked	961—offered	96
New-York and Albany		-
Canajoharie and Catakill		
Mohawk and Hudson }		_
Do. (Branch).		
fthaca and Owego		1001
Saratoga and Schenectady	1264	1261
Fort Edward and Saratoga		_
Boston and Worcester		
Boston and Providence	118 —	118
N. York, Providence, and Boston	1041	1041
Paterson and Hudson	99	96
N. J. Railroad & Transp. Line	91	91
Morris Canal	1091	1071
Delaware and Hudson Canal		_

MARRIAGES.

MARRIAGES.

On Theesday morning, at St. John's Church, by the Rev. Dr. Berrian, Francis Brinder, Jr. Esq. of Boston, to Miss Sarar Olgot Portag, of this city.

On Theesday morning last, by the Rev. Dr. Brownlee, Mr. John Frreuson, formerly of Brillimore, to Miss Jerry, daughter of Mr. John McNiesh, of this city.

On the lith instant, by the Rev. Dr. Hawks, D. S. Johes, Esq. to Mary, eldest daughter of the late Governor Clinton.

On Thirsday morning, in Carmine street Church, by the Rev. B. Downer, Mr. Aaron W. Johnson, to Miss Mary Beally.

On Theesday evening last, by the Rev. Hy. Chace, Mr. John B. Blair, to Miss Mary B. Mott, both of this city.

On the evening of Wednesday, 5th of June, at Prospect Hill.

Li. b-the Rev. Dr. Broadhead, George Kellogg, M.D., to Miss Lydis Maria, daughter of John Van Antwerp.

On Thursday, the 6th inst., at Christ Church, Hudson, by the Rev. Mr. Andrews, Jacob A. Howard, merchant of this city, to Jane A., daughter of the late Wm. Norman, of the former place.

At Yonkers, on Monday, 3d inst. by Rev. Mr. Crosby, Sylvester R. Comstock, to Catherine Ann, daughter of the late Gerardus A. Cooper, M. D. of this city.

At Danbury, Con. on Tuesday, 4th inst., by Rev. Mr. Rood, Lactus H. Boughton, to Emily R., daughter of Daniel Comstock, M. D., all of that place.

At Utica, Charles P. Kirkland, to Mary Walker, daughter of the late James S. Kip.

At Albany, on Tuesday evening last, by the Rev. Dr. Ludlow, Mr. Philip Van Ronselser Livingston, of Bath, Renselser co.

the Hon Nathan Sanford.

At Albany, on Tuesday evening last, by the Rev. Dr. Ludlow, Mr. Philip Van Rensselaer Livingston, of Bath, Rensselaer co., to Miss Mary Hopkins, of Albany.

in Geneva, N.Y. on Thursday evening, the 30th ult. Mr. Joseph P. Baccoa, of Irelandville, Steuben co., to Miss Matilda Cowles, of the former place.

In Owasco, on the 25th ul. Mr. William Howe Cuyler, of Pal myra, to Miss Eliza Akin, of the former place.

DEATHS.

On Monday last, after a lingering illness, Adeline, wife of Heary Wm. Channing, Esq. in the 23d year of her age. This morning, John Bingham, Esq., an old and very respecta-ble inhabitant of this city, for many years a member of the Common Council.

This morning, MARY WARKE, infant daughter of Nathanit

This morning, MART WARRE, INTERS daugnter of Nathants Ferris.
Suddenly this morning, CATHERINE MYERS LEWIS, of Lonion, wife of Alfred Lewis, aged 85 years.
On Monday morning, at his residence, Halletts Cove, L. f., Mr. Invent Warnell, of the firm of C. & O. Wardell.
On Saturday morning, Mr. Janes J. Thompson, in the 23d ear of his age.
Near Edwardsville, Illinois, 9th ult. of cholers, Rev. David loster, a Minister of the Cumberland Presbyterian order, aged 3. At the time of his decease he was acting as Agent for the time. Tract Society.
At Albany, on Friday morning, Mrs. Mary Brown, wife of the Lev. David Brown, of Lockport, and daughter of L. Crutten len, Eq. of the former place.
At New-Oriens, Slat ult. Dr. Lewis Heermann, Sr. Surgeon f the United Sta es Navy.
At Washington City, 5th inst. in his 62d year, Rev. John Stalmers.

eston, on Monday, David Tyler, Esq. aged 46, Vice Con

At Boston, on Moncay, David Tyler, End. aged so, Vice Consel of his Catholic Majesty
At Northampton, Mass., May 29, Timothy E. Dwight, son o
the late Josiah Dwight, aged 26.
At Milenburg, (Lou.) on the 17th ult. Rheda, aged 15 months
youngest daughter of Major John Mountfort, U. S. Artillery.

TO DIRECTORS OF RAILWAY COMPA-MIRS AND OTHER WORKS.

The Engineer lately from England, where he has been em-ployed in the location and execution of the principal railways in that country, whese to engage with some company in the United States.

United States.

From his practical knowledge of the various kinds of motive power, both of stationary and locomotive engines, also the construction of railway carriages of many descriptions, he has no deute that he would prove of efficient service to any company having works now is progress.

Letters addressed to W. E. G. 35 Wall street, or to the care of Wm. E. J. Jacques, 90 South street, will be punctually attended to. Most satisfactory reference can be given. milt to

_	RAI	LWAY:	IROM.	•
200 40 800 800	do. do. do. do .	11 do. 11 do. 2 do. 21 do.	do. do.	Flat Bars in lengths of 14 to 16 feet counter sunk holes, ends cut at an angle of 45 de- grees with spil- cing plates, nails
	xa noos	pected.		Cing plates, nails to suit.

230 de, of Edge Rails of 36 lbs. per yard, with the requisite

230 de. of Edge Rails of 20 108. per yan, who are chairs, keys and piva.

The above will be sold free of duty, to State Governments, and the Drawback taken in part payment.

A. & G. RALSTON.

9 South Front street, Philadelphia.

Modele and samples of all the different kinds of Rails, Chairs, Pias, Wedges, Spikes, and Spiking Plates, in use, both in this country and Great Britain, will be exhibited to those disposed to axamine them.

RAILROAD CAR, WHEELS AND BOXES, AND OTHER RAILROAD CASTINGS.

AND OTHER RAILEGOAD CASTINGS.

The Also, AXLES furnished and flued to wheels complete, at the Jefferson Cotton and Wool Machine Factory and Foundry. Paterson, N. J. All orders addressed to the subscribers at Paterson, or60 Wall street, New-York, will be promptly attended to. Also, CAR SPRINGS.

ROGERS, KETCHUM & GROSVENOR.

GRACIE, PRIME & CO., offer for sale, at 93 2 cases Gum Arabic

iroad street—

2 cases Gum Arabic

30 do. Danish Smalts, EFFF

10 do. Sarva do. do. }

Reduced Duty

100 bags Saltpetre

2 do. Gall Nuts; 30 tone Old Lead

100 do. Triesto Rags, FF

6 boxes each 56 ibs. Tartaric Acid

6 do. each 26 ibs. do. do.

1 cases White Hermitage; 30 do. Cotie Rotie

10 do. Dry St. Persy: 50 do. Bordeaux Grave

30 do Chateau Grille; 5 cases each 12 boules Olives in Oil

8 bales Fine Velvet Bottle Corks

100 do. Bourton Cloves

30 do. Molieres Almonds

143 bundles Lighorice Root

4 bales Goat Skins

1 cask Red Copper, 1 do. Yellow do.

DRY GOODS BY THE PACKAGE.

JA

DRY GOODS BY THE PACKAGE.

according to an experience of the package.

according to an experience of the packag

2 do. Silk Bandannas, black and colored
4 do. Italian Lustrings
3 do White Satteens
4 do. White Quildings
10 do. Borrie's Patent Thread, No. 22 and 25
10 do Super high col'd Madras Hdits, ent. to debenture
100 pieces Fine English Sheetings, for city trade
3 cases Cantoon Cords
2 do. Super blue, black, and colored Cloths—selected expressly for Marchant Tailors
26 bales low priced poin Blankets.

PAPER.—

-selected ex

PAPER—
IMPERIAL AND ROYAL—From the celebrated Saugertie
lills, of the following sizes, all put up with 480 perfect sheet

IMPERIAL AND KUTAL—From the celess among supported wills, of the following sizes, all put up with 480 perfect sheets to each ream—
Sizes—34235, 24236, 34236, 34234, 30236, 30237, 30241, 272323, 24239, 2423

hat description of paper.

ALSO,
ness Colored Paper—for Labels, Perfumery, &c.
cases each 1600 Sheets Colored Paper
do do do do superfine Sheets Colores rapes
do do do superfine
do fig. do do
do plain Gold do
do plain Silver do
Silver do with red figures
do Gold de
do Gold do do do do do do Gold do Bilver (n. do Red White

ENGINEERING AND SURVEYING INSTRUMENTS.

INSTRUMENTS.

The subscriber manufactures all kinds of instruments in his profession, warranted equal, if not superior, in principles of construction and workmanship to any imported or manufactured in the United States; several of which are entirely sees among which are an improved Compaes, with a Tenecope attached, by which angles can be taken with or without the use of the needle, with perfect accuracy—also, a Railroad Goniometer, with two Telescopes—and a Levelling Instrument, with a Goniometer attached, particularly adapted & Railroad purposes.

Mathematical Instrument Maker, No. 9 Dock street, Philadelphia.

The following recommendations are respectfully submitted to Ragineers, Surveyors, and others interested

Bakimore, 1839.

In reply to thy inquiries respecting the instruments manufactured by thee, now in use on the Batimore and Ohio Railroad. I cheerfully furnish thes with the following information. The whole number of Levels now in presession of the department of construction of thy make is seven. The whole number of the "Improved Compass" is eight. These are all exclusive of the number in the service of the Eugineer and Grailustion Department.

Both Levels and Compasses are in good sepair. They have n fact needed but little repairs, except from acc deats to which all instruments of the kind are liable

I have found that thy patterns for the levels and compasses have been preferred by my assistants generally, to any others in use, and the Improved Compass is superior to any other decription of Goalometer that we have yet tried in laying the rails on this Road. Bakkmore, 1839

on this Road.

This instrument, more recently improved with a reversing telescope, in place of the vane sights, leaves the engineer scarcely any thing to desire in the formation or convenience of the Compass. It is ladeed the nest completely adapted to later al angise of any simple and chear instrument that I have yet seen, and I cannot but believe it will be preferred to all othernow in use for laying of rails—and in fact, when known, I think it will be as highly appreciated for common surveying.

Respectfully thy freend,

JAMES P. STABLER. Sumerintendant of Construction

Respectfully thy friend,

JAMES P. STABLER, Superintendant of Construction
of Baltimore and Ohio Railroad.

Having for the last two years made constant use of Mr. Young's "Patent Improved Compass," I can safely say I be lieve it to be much superior te any other instrument of the kind, aow in use, and as such most cheerfully recommend k to Engineers and Surveyors.

E. H. GILL, Civil Engineer.

Gincers and Surveyors.

Cermantown, February, 1983.

For a year past I have used instruments made by Mr. W. J. Young, of "hiladelphia, in which he has combined the properties of a Theodolite with the common Level.

I consider these Instruments admirably calculated for laying out Raliroads, and can recommend them to the notice of Engineers as preferable to any others for that purpose.

HENRY R. CAMPBELL, Eng. Philad.

NOVELTY WORKS

Near Dry Dock, New-York.

Near Dry Dock, New-York.

To THOMAS B. STILLMAN, Manefacturer of Steam Engines, Boilers, Railroad and Mill Work. Lathes, Presses, and other Machinery. Also, Dr. Nett's Patent Tubular Beilers, which are warranted, for safety and economy, to be superior to any thing of the kind beretofore used. The fullest assurance is given that work shall be done well, and on reasonable terms. A share of public patronage is respectfully solicited.

TOWNSEND & DURFEE, of Palmyra, Manufacturers of Ratiroad Rope, having removed their establishment to Hudson, under the rame of Durfee & May, offer to supply Rope of any required length (without splice) for iscilined planes of Ratiroats at the shortest notice, and deliver them in any of the principal cities in the United States. As to the quality of Rope, the public are referred to J B. Jervis, Eng. M. & H. R. R. Co, Albany: or James Archibald, Engineer Hudson and Delaware Canal and Ratiroad Company, Carboudale, Luzerne county, Pennsylvania.

Hudson, Columbia county, New-York, January 29, 1833.

SURVEYORS INSTRUMENTS.

Compasses of various sizes and of sup quality,

warranted.
Leveling Instruments, large and small sizes, with high magnifying powers with glasses made by Troughton, together with a large assortment of Engineering Instruments, manufactured and sold by

E. & G. W. BLUNT, 154 Water street,

J21 6t corner of Maidenlane.



INSTRUMENTS

INSTRUMENTS.

SURVEYING AND NAUTICAL INSTRUMENT

EMANUFACTORY.

I. EWIN & HEARTTE, at the sign of the Quadrant, No. 53 South street, one door north of the Union Hotel, Bakimore, beg leave to inferm their friends and the public, eaperally Engineers, that they centime to manufacture to order and keep for sale every description of lestruments in the above branches, which they can furnish at the shortest notice, and en fair terms. Instruments repaired with care and promptinde. For proof of the high estimation on which their Surveying instruments are held, they respectfully beg leave to tender to the public perusal, the following certificates from gentlemen of distinguished scientific attainments.

To Ewin & Heartte.—Agreeably to your request made some months since, I now offer you my opinion of the instruments made at your establishment, for the Bakimore and Olio Ball-road Company. This opinion would have been given at a much earlier period, but was intentionally delayed, in order to afford a longer time for the trial of the instruments, so that I could speak with the greater confidence of their merits, if such they should be found to possess.

It is with much pleasure I can now state that notwithstanding the Instruments in the service procured from our northern cities are considered good, I have a deci-od preference for these manufactured by you. Of the whole number manufactured for the Department of Construction, to wit: five Levels, and five of the Compasses, not one has required any repairs within the last twelve months, accept from the occasional imperiection of a cerew, or from accidents, to which all Instruments are liable. They possess a firmness and stability, and at the same time a neatness and beauty of execution, which reflect much credit on the artists engaged in their construction.

I can with confidence recommend them as being worthy the notice of Companies engaged in internal improvements, whe may require instruments of superior work nanchip.

notice of Companies engaged in Internal Improvements, may require instruments of superior workmanship. JAMES P. STABLER. Superintendent of Construction of the Baltimore and

Railroad.

I have examined with care neveral Engineers' instruments of your Manufacture, particularly Spirit levels, and teuropyor's Compasses; and take pleasure in expressing my opinion of the excellence of the workmanchip. The parts of the levels appeared well projectioned to secure facility in use, and accuracy and permanency in adjustments. These instruments seemed to me to possess all the modern improvement of construction, of which so many have been made within these few years; and I have no douls but they will give every satisfaction when used in the field.

WILLIAM HOWARD, U. S. Civil Engineer.

Baltimper. May let. 1828.

WILLIAM HOWARD, U. S. Civil Engineer.

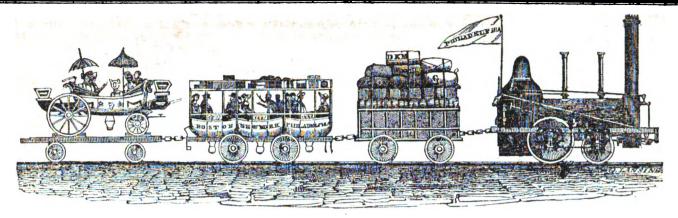
Baltimore, May let, 1823

To Messrs Ewin and Heartte—As you have asked me to give my upinion of the merks of those instruments of your manutacture which I have either used or examined, I cheerfully stame that as far as my opportunities of my becoming aquaised with their qualities have gone. I have great reason to think well of he skill displayed in their construction. The neatness of their workmanship has been the subject of frequent remark by myself, and of the accuracy of their performance I have received satisfactory assurance from others, whose opinion I reasons, and whe have had them for a considerable time in use. The efforts you have made since your establishment in this city, to relieve us of the uccessity of sending elsewhere for what we may want in our line, deserve the unqualified approbation and your warm encouragement. Wishing you all the success which your enterprize so well merits, I remain, yours, &c.

Civil Engineer in the service of the Baltimore and Ohio Rait-

Civil Engineer in the service of the Baltimore and Or road Company.

A number of other letters are in our possession and might be introduced, but are too lengthy. We should be happy to submit them upon application, to any persons destress of persons.



AMERICAN RAILROAD JOURNAI ADVOCATE AND

PUBLISHED WEEKLY, AT No. 35 WALL STREET, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

D. K. MINOR, EDITOR.]

SATURDAY, JUNE 22, 1833.

[VOLUME II.-No. 25.

CONTENTS :

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, JUNE 22, 1833.

NEW-YORK AND ERIE RAILROAD.—On a subsequent page will be found a letter from Judge Wright, with other interesting facts, relative to this road, to which we would ask the attention of our readers. We shall again refer to it in our next, and give a map, showing the outlines of the country, with the route of the various great lines of communication from the Atlantic to the Ohio, by which the importance of this route, as well as of its early accomplishment, will readily be seen.

NEW-JERSEY RAILROAD .- We invite the attention of the friends of Internal Improvement to the Circular addressed to the Stockholders or the New-Jersey Railroad and Transportation Company, a part of which is published in this number of our Journal, and will be concluded in the next. It presents a highly encouraging view of this important public work, and no person can peruse it without being forcibly impressed with the great advantages which it will confer on the whole section of country through which it passes, and on this city in particular. New-York has a deep interest in this railroad, and its speedy completion will not only unfold its numerous benefits, but insure, by its revenue, a rich return to its stockholders for the monies they have invested.

Utica and Schenectady Railroad.—The amount subscribed to the stock of this Comany in New-York alone amounts to 5,286,000

corporation is two millions of dollars.

The last link in the chain of the RAILROAD FROM ALBANY TO FORT GEORGE is about being lowing letter of Mr. Hancock, showing the completed by the construction of the Warren county Railroad, which extends from Glen's Falls to Lake George.

GREAT AU SABLE RAILROAD STOCK.-If the Saratoga and Fort Edward railroad stock is worth 125 to 126 per cent. the above stock will be worth 140 to 150 per cent. In evidence of which the following statistical sketch is stated by the northern commissioners from correct data which can be relied on. The distance from Port Kent to Keeseville is 4 miles. Capital stock, \$60,000.

Should the road cross the Great au Sable river at the high bridge, (one of the greatest natural curiosities in America, 40 feet wide and 200 feet deep, the sides perpendicular walls of rock.) and strike the lake at a bluff, thence south one-third of a mile to the wharves protected by a sea wall, it will not require any stationary

engine.
The following amount was transported from and through Keeseville to Port Kent in 1832,

million pieces boards and

plank, equal to 10,000 tons Iron and nails 6,000 do. Potash and other articles 2,000 do. From Port Kent to the interior,

through Keeseville: 5,000 do. Merchandize 2,000 do. Other articles

> Total 25,000 tons

and rapidly increasing. With the exception of Burlington, more passengers embark at Port Kent than at any other point on Lake Champlain. Should the wharves and stores at that place become an appendage to the railroad, which is in contemplation, this stock will be among the most productive in

America.

Another consideration highly interesting to the commerce of this city: it is well known that a railroad charter was granted last winter, with amendments, intended to proceed from Port Kont to Ordenshamb in the rich of the control Port Kent to Ogdensburgh, in the view of diverting from Canada and the Eric Canal a portion of the western commerce. The present road is considered as a mere entering wedge to effect that grand object. Troy must in to effect that grand object. Troy must in course reap the first fruits of that commerce, and, if we are true to ourselves, hold it permanently.

◆ It is hoped that capitalists will probe this sub-

The whole amount required by the act of in-||South Market street, Albany, the 25th, 26th, and 27th instant .- [Daily Troy Post.]

> HANCOCK'S STEAM CARRIAGE.—The folperformances of his Steam Omnibus, is taken from Bell's Weekly Messenger, to the Editor of which it is addressed:

Stratford, May 3, 1833.

Sir,-More than six years have elapsed since I began my experiments on Steam Locomotion, and I have followed them with an ardor that did not admit of any diversion from the object, which I kept steadily in view.

During the past fortnight I have exhibited daily on the Paddington road a Steam Omnibus, the result of my experience; and having hitherto steered clear both of extravagant anticipations and exaggerated state. ments, I should be sorry now if any such should find their way into the public prints; and in order to prevent this, as far as I am able, I beg to hand you an account of each day's performance, if you think it is of sufficient interest to occupy a place in your columns.

Having furnished these data, and given to the public opportunities of witnessing the performance of this carriage in the streets and on the most crowded and hilly road in the immediate neighborhood of the metropolis. I trust that I have demonstrated to the most sceptical the practicability of applying steam economically to the purposes of inland

transport.

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dollars. The amount of subscriptions in Al. ject to the bottom, previous to the opening of been three bushels each journey. I am, Sir, bany is \$3,258,100—Utica not yet heard from. the books of subscription at the Eagle Tavern, your obedient servant, W. Hancock.

hibiting the past operations, present situation, and future prospects of the Company. Prepared by order of the Board of Directors.

The un lersigned were appointed a Committee by the Directors of the New-Jersey Railroad and Transportation Company, to prepare a Circular exhibiting to their stockholders the

pas: operations, present situation, and future prospects of the Company. In discharging the duty devolving upon them, they would state, that shortly after the subscription to the Capital Stock, the election of the Officers and the regular organization of the Company, in June last, the Board appointed Major Ephraim Beach, extensively known as rection, the ground between the cities of New-York and New-Brunswick was carefully examined, and a very advantageous location selected. It was found, from actual surveys, that the whole line might be brought to a grade not exceeding twenty-six feet per mile, at a rea-

The cost of grading a road for two tracks, and the laying down of a single track, from the Hudson river to New rk, a distance of near eight miles, with suitable turnouts, according to the estimate of the Engineer, was \$200,865, nies, from the west side of Bergen ridge, through the deep cut, and across the heavy embankments on the east of the ridge, and to the Hudson river, is to be constructed under the charter of this Company, and to be the joint property of the two Companies: the Paterson Company paying two-fifths, and this Company three-fifths of the expense of construction; and each Company using the same, for the business done on the respective roads, without accounting to each other for the same; the road from the point of junction to the Hudson is to be kept in repair by the two Companies, each paying towards the same the proportion they respectively pay for the construction. This arrangement will reduce the expense of this Company \$55,171, leaving only \$236,693 as the cost of construction from the Hudson to Newark. From Newark to New-Brunswick the cost of grading the road for two tracks, and the laying down of a single track with passing places, was \$259,518. No apprehension exists that the cost of any part of the work will exceed the estimates, the only doubt that has been entertained was in relation to the embankment on the marshes. It was feared that these embankments might sink beyond the calculations of the Engineer. Experience, however, has fully settled this point. A large portion of the leaviest embankment has been carried across the worst part of the Marsh on the whole line, that lying near Prior's Mill, and has become fixed and permanent, so that as accurate calculations may now be made of the embankments required across the marshes as else-where. There is a large quantity of codar logs lying on the marshes, which are procured at a small expense, and used for the foundation of the road. It is thought that plank would not make so permanent a foundation, and would cost three times as much as the logs. The Board were so well satisfied with the estimated cost of constructing the road, compared with the business that would naturally and almost inevitably be done by the Company, that they resolved to prosecute their enterprize with the

Railroad and Transportation Company, exuse of the Railroad, across the rivers. The Proprietors of the Bridges, apprehending that the Railroad Company would carry the pas-sengers, and a considerable portion of the merchandize transported on waggons between Newark and New-York, refused to give their consent, upon any terms which this Company could accept. No alternative remained, but to enter upon expensive litigation, or purchase the stock of the Bridge Company. The latter course was resolved upon, and the purchase effected upon terms highly advantageous to this Company, as well as to the Bridge Stockholders. The capital stock of the Bridge Com-pany was estimated at one hundred and fifty thousand dollars, equal to one hundred and fit a scientific and practical Engineer, to take the ty dollars per share. Upon this amount it had superintendance of this work. Under his difor a considerable time past divided to its stockholders about seven per cent. It also had a surplus fund, amounting to near thirty thousand dollars, which was constantly accumulating. the terms of the purchase, the stockholders of the Bridge Company were to receive one hundred and fifty dollars a share for their stock, at the expiration of two years from the first of January last, or as soon as the Railroad should receiving their dividends in the mean time; or they had the privilege of electing immediately to take Railroad stock at par, to be transferred inclusive of the bridges over the Passaic and at the same time, and to draw their dividends Hackensack rivers. In this estimate was included the deep cut through Bergen ridge, and majority of the stockholders of the Bridge Comthe embankment across the marshes. By a pany elected to take Railroad stock, and are provisional arrangement with the Paterson Railroad Company, the road for both Compathat in reality the Railroad Company have purpany elected to take Railroad stock, and are identified in interest with this Company; so that in reality the Railroad Company have purchased, for one hundred and twenty thousand dollars, stock worth at least one hundred and fifty thousand dollars, together with all the right which the Bridge Company possessed, of passing the Passaic and Hackensack rivers by bridges, for sixty years to come; while by the exchange, the Bridge stockholders receive a stock which will pay them a much larger divi-dend for the moneys invested than they formerly received.

By the charter of this Company, the individ ual stockholders, and the State, which holds one half the stock of the Turnpike running from Hackensack river to Jersey City, have the privilege, at any time within two years from the passing of the charter, of subscribing to as much stock in the New-Jersey Railroad Company, at par, as the fair value of their stock was worth, at the time of passing the charter: the value to be ascertained by the Chancellor of the State; or to take money for the same, at their option. No doubt can remain but that pany, the amount to be paid them would probably be about twenty-five thousand dollars.

Having thus acquired the Bridge charter, and all other obstacles being removed, the Board proceeded to put the whole line under contract, from the Hudson to Rahway. That part of the work between Jersey City and Elizabethtown and individual contractors, at prices considerably below the estimated cost of construction. Contracts have been made for timber of the best quality, for the superstructure of the road and bridges, upon the most advantageous terms, to be delivered during the ensuing summer. The bridges across the Passaic and Hackensack rivers will be built upon piers, formed by driving piles, which will be strongly braced, and capped in such manner as to admit of stone piers being built at any future time without

Circular to the Stockholders of the New-Jersey||diately opened to procure from the Bridge Com-||cember next. It is estimated that a bridge upon stone piers may be constructed across the Raritan at New-Brunswick for about forty thousand dollars.

The contractors for the deep cut through Bergen ridge, and for the embankments on either side of the hill, commenced their operations in December last. Notwithstanding the inconveniences attending the prosecution of such a work in the winter season, they have already excavated 6,253 cubic yards of solid rock, 55,575 cubic yards of earth, and have raised 67,032 cubic yards of embankment. The grading of the road between Newark and Elizabethtown has been commenced, and will be prosecuted with vigor. Should no unforeseen accident occur, to interrupt and very greatly retard the progress of the work, it is confidently expected that the road from the Hackensack river, through Newark to Elizabethtown, will be finished and in operation during the next fall, and that the road from the Hudson to Elizabethtown will be completed and put in operation during the spring or summer of 1834.

The whole line from the Hudson river to New-Brunswick, it is believed, may be completed and put in operation within two years. The time limited by the charter for its construction is be completed from Jersey City to Newark—they five years from the commencement of the work, or about four years from this time.

It only remains for the Committee to present the future prospects of the Company, as they believe them to exist, after a careful examination of the facts connected with the subject. This is the least pleasing part of the task assigned to the Committee; not because the prospect they will present is an unfavorable one, but because the confidence of the public has been so often abused by promises and calculations of gain, which have resulted only in loss

and disappointment. According to the best estimate that can be made, from the number of stages that pass the bridges daily, and the number of passengers that have been ascertained to go by other means, the whole number of passengers be-tween Newark and New-York is not less at present than three hundred each way, making six hundred passengers per day, exclusive of Sundays, who pay at least forty-four cents each, besides their ferriage. After deducting from the receipts of the bridges the tolls received for stages and other vehicles carrying passengers, and for the waggons carrying merchandize between Newark and New-York, the residue would be sufficient to keep the bridges and road in repair, and to pay a dividend of five per cent. on the capital. But should this calculation prove incorrect as to the receipts of the bridges and road, it will they will elect to take Railroad stock. Should only prove that the estimated receipts of the they not, however, take the stock of this Com-railroad are too low, as every dollar taken from railroad are too low, as every dollar taken from the receipts of the bridges and road will add five to those of the railroad. There is also a considerable business carried on between the places just named, in merchandize on waggons, consisting of manufactured articles, such as shoes, hats, carriages, saddlery, &c. sent to the city, and a return of the raw material to the to be commenced immediately, and the residue manufacturer, and other articles to the merathe option of the Board of Directors of this chant. The amount of tonnage thus transported route was let to highly respectable companies in the business, at eleven thousand eight hunin the business, at eleven thousand eight hundred and twenty five tons per annum: for the transportation of which an average of from three to four dollars per ton is now paid. On the railroad the cost of transportation will not exceed one dollar per ton: consequently, the Company will be the carriers of this branch of trade. The railroad will probably pass the canal at a basin within a few yards of its termination, on the Passaic river, and in the centre of the docks from which the principal freightresolved to prosecute their enterprize with the utimost vigor. They were met, however, at the outset, with the formidable claims of the complete monopoly which the United Passaic and Hackensack Bridge Coupany made of the right of constructing bridges across the two rivers just named. A negociation was immeing business between Newark and New-York

days, exclusive of Sundays, for the freighting business. According to this statement, the amount of merchandize transported by the sloops at this time is at least sixty-nine thousand one hundred and twenty tons per annum. It has been constantly augmenting by the growth of the town and adjacent country, for many years past. When the Morris Canal shall get into full operation, and there is every reason to believe that this will shortly occur, the amount must be greatly increased. One fourth of the present business done by sloops, or seventeen thousand one hundred and eighty tons per annum, it is believed, will, from the nature of the articles to be transported, go on the railroad. The price of freight by the sloops is from 50 cents to \$2 per ton; by the railroad it will not exceed \$1 per ton.

Between Elizabethtown Point and the city

of New-York there are two hundred persons passing daily, according to the estimate of those best acquainted with the subject in Elizabethtown, paying 121 cents each for their transportation to the Point, and 25 cents from thence to New-York. It is believed that at least one half of these will go by the railroad. There is also about 19,750 tons of merchandize passing annually between these places, costing \$1,40 per ton for the transportation. It may be carried on the railroad for \$1,25 per ton.

The business of Rahway is very considera-e. Several of the substantial manufacturers and merchants residing there have offered to guarantee to the Company an annual income from the transportation of passengers and merchandize from that village and its vicinity, alone, sufficient to pay an interest of six per cent. on the construction of the whole road from Newark, through Elizabethtown, to that place. The whole amount of business is estimated at from thirteen to fourteen thousand dollars.

There is an extensive business carried on between New-Brunswick and New-York, employing four steamboats. The number of passengers is estimated at 200 per day each way, who pay 50 cents for the passage between the cities. Ten sloops are also engaged in the week, and carrying from 30 to 40 tons each both ways, or from 30,000 to 40,000 tons annually, and charging from 80 cents to \$6 per ton. It is supposed that the steamboats carry about 15,000 tons of merchandize during the season,

at prices varying from \$2 to \$6 per ton.

The foregoing estimates are based on the actual amount of business now done between the city of New-York and the several points on the road, by steamboats, and other modes of conveyance. In estimating the income of the road, it will be assumed that the whole business of Newark and Rahway, now carried on by stages and common waggons, will be done by this Company; and that one-fourth of the merchandize now transported by sloops will take the railroad. From Elizabethtown, we have assumed that half the passengers and merchandize, going now by the steamboats, will be carried by this Company; and that one-fourth of the merchandize now passing by fourth of the merchandize now passing by sloops will pass on this road. From New-Brunswick, it is assumed that half the passengers and merchandize now conveyed on steam-boats, and one-fourth of the merchandize conveyed by sloops, will be transported by the Railroad. It should also be borne in mind, that the New-Jersey Railroad runs through all the post towns on the route, from one extreme to the other, and will consequently afford facilities to the mail contractors of conveying the mail—of which they will no doubt avail them-selves. The income from this source, supposing the mail to be conveyed in a single carriage way, with one ton of baggage, will amount to \$5,256. as heretofore, with only five passengers each

The estimated receipts upon the road will then be as follows:

Toll on the bridges and Newark turnpike road between Jersey City and Newark, from the ordinary travelling, at 5 per cent. on the capital,

. States Mail, with one car for baggage carrying one ton, and one car carrying 5 persons, once a day each way, 365 days, will pay for cars, baggage, and passengers,

hree hundred passengers between Newark and New-York, each way, or 600 passengers at 25 cents each, will pay for 313 days, (exclusive of Sundays,)

welve sloops plying between Newark and New-York, making two trips a week, averaging 40 tons each way, at the rate of from 50 cents to \$2 per ton, for thirty-six weeks, making 69,120 tons per annum, one quarter of which, viz. 17,180 tons at \$1 per ton, will be

Eleven thousand eight hundred and twenty-five tons of merchandize now carried on waggons, at \$1 per ton, will pay

Fifteen hundred tons of merchandize now carried by steamboats, one half at least of which will go by the railroad, at \$1 per ton, is

One hundred and sixty passengers from Elizabethtown, not including those coming from Rahway, one half of whom at 37½ cents, will pay for 313

Nineteen thousand seven hundred and fifty tons of merchandize from Elizabethtown, to N. York, one quarter of which, viz. 4,9371, tons will go by the railroad, paying \$1,25 per ton, is orty passenger, between Rahway and New-York, (20 each way) at 44 cents, will pay for 313 days

Three thousand three hundred and thirty-three tons of merchandize from Rahway to New-York, the portion which it is estimated will be taken between those places on the railroad,

per year, at \$1,33 per ton, Four hundred passengers per day (200 each way) between New-Brenswick and New-York, one half of which, viz. 200, it is believed will take the railroad, at 50 cents per day for 313 days, will amount to

hirty-six thousand tons of merchandize carried annually from New-Brunswick to New-York, one quarter of which, or 9,000 tons, by the railroad at \$1,50 per ton, is

Total amount of receipts,

ESTIMATED COST OF BOAD, MOVING POWER, &C

The whole expense of completing the road for one track, with suitable pass-ing places, from the Hudson to New-Brunswick, including the Bridge and Newark Turnpike Companies, the bridges over the Hackensack, Passuic, and Raritan, and the moving power, cars, &c. as per report of Engineer, appended hereto, is

dd cost of superstructure for a second track on the whole line (30 miles) at \$1,710 80 per mile, is

141,324

The annual expense, including renewal of road, moving power, cars, &c. is estimated by the engineer as per report, at \$35,640; by subtracting which from the annual receipts, as presented in the foregoing statement, there is last the sum of \$124 for sented in the foregoing statement, there is left the sum of \$134,775, yearly applicable to the payment of dividends to the stockholders, or upwards of 151 per cent.

the probable annual expenses in the report of the engineer, provision is made for moving power and cars calculated to do more than twice the business embraced in the estimate, and that the road itself, when completed with dengerous apparatus I also melted two emerids into

\$8,750 contemplates, is capable of affording employment to at least five times more moving power and cars than estimated above. [To be continued.]

5,256 NEW PADDLES FOR STEAMBOATS .-- What the sail is to the wind the pad-lie may be deemed to the steam-engine—the means by which its force is communicated as a moving power to the vessel. there are few subjects on which the minds of sail-ors have been more intently fixed than the size, shape, and position of the sails, so has the form and proportions of the paddles engaged the anxious atten-tion of the navigators by steam. Experiments, in-finitely various in their characters and designs, have been tried during a series of years, with results so unsatisfactory, that the subject has been left almost exactly where it was taken up; and the wheel, with all its disadvantages, has still been deemed the least objectionable form of paddle hitherto invented. We have, however, now to make our readers acquainted with a centrivance which appears to hold out e ery prospect of obviating the principal objections to the paddle-wheel in ordinary use. The loss of power inseparable from the action of a wheel upon the water, has been variously calculated; and as there is no doubt, without entering into particulars, that it is very great, the advantage will readily be understood of a paddle which makes no back-water whatever, and consequently applies the whole power exerted by the engine to the propulsion of the vessel. As the paddle-box, too, is admitted to be a great impediment to the progress and easy navigation of a vessel, when opposed to a head sea, foul wind, or heavy gales, it may properly be reckoned among the advantages of the new paddle, that it requires no box or covering whatever. Another advantage is the facility with which the paddles may be removed alternather, when the wind is sufficiently fair to put the vessel under canvass, whereby a large saving of coal would be ef. fected, as steam vessels are at present obliged to keep their engines at work, be the wind ever so fair, or the vessel sailing ever so fast; for as the paddle-wheels cannot be removed from the water, they would, 5,509 without they were kept going, afford a powerful re-sistance to the progress of the vessel. In the appli-cation of steam to ships of war, the new paddles also lay claim to another advantage over the ordinary paddle wheels, by never rising above the level of the gundeck of the vessel; so that a whole line of guns might be pointed in any direction, without interference with, or from, the propelling power, which obviously could not be the case in an ordinary steam vessel, with its rising wheel and high-built paddle-The new invented paddles may be thus describ-31,300 -Two three-throw crank shafts project horizon. tally from the side of the vessel, a paddle presenting a surface of 10 superficial feet being suspended from each throw of the shaft nearest the head of the vessel. The second aftermost shaft may be termed the driv-The second aftermost shaft may be termed the driving shaft, and is furnished with three connecting rods of which the extremities are attached to the corresponding paddles. The two shafts being thus united, the paddles in making their revolutions necessarily retain a perpendicular position. The shafts are driven by a centre and two spur wheels, so that the speed of the propelling power may be adjusted to that required for every class of vessels. We have seen a well constructed model at work as we describe, and coincide with the spinning of the spinning men before whom it has 13,500 **\$170,416** opinion of the sciemific men before whom it has been exhibited, that it will be perfectly efficient when brought into operation on a large scale. This when brought into operation on a large scale. This simple and beautiful contrivance is the invention of Mr. Grant, storekeeper of the Royal Clarence Yard at Gosport, whose ingenious machinery for the manufacture of biscuit for the navy has already brought his name favorably before the world.—Mr. Grant has not attempted to monopolize his invention by accuraing the homospection of a patential.

blow-pipe, we perceive a power almost irresistible. The late Dr. Clarke, of Cambridge, informed me he had, in one experiment, no less than an ounce It will be perceived, that in the statement of Weight of platinum in a state of perfect fusion in it.—
With it I succeeded in fusing the diamond, which is proposed of the statement of the proposed of the statement of the proposed of the statement of the statement of the proposed of the statement of the proposed of the statement of the proposed of t

limpid mass. is probably solid, from the close contact of the inflam-mable matter, and the supporter of combustion.— The light produced when this compound flame is forced to play on calcined lime or magnesia, is exceedingly dazzling, indeed altogether overpowering, by its spleador. The principle has been made subservient to a most valuable purpose, namelymeasurement of the base of the triangle in the grand trigonometrical survey of the British Isles. Lieutenant Drummond, I believe, first suggested this appli-cation of this intense light, obtained from chemical In his experiment made in the Tower of London, a ball of calcined lime, surrounded on all sides with minute jets of the flame, of alcohol, was propelled on the centralball of quicklime, by oxygene as so many radii, converging towards a centre. An officer of the royal Engineers informed me that this light was seen from one of the mountains of Morne, in Ireland, at a distance of not less than sixty miles !-For the light-house, and night telegraphic signals this light seems pre-eminently calculated-the intelligence might have reference to its periodic duration and repetition.-[Murray on Flame and Safety Lamps.]

NEW-YORK AND ERIE RAILROAD .-- As the day approaches when the books, for receiving subscriptions to the stock of this road, are to be opened, we cannot permit an opportunity of referring to its great importance to pass, without again calling to it the attention of our citizens, than whom none have a more direct interest in its early construction—not even those who reside on its immediate route; and, in order to place the aphiact in a more intelligible shape before an readers, we shall give in our next a wood cut, showing the outline of the country from Lake Ontario to Virginia, and from the Hudson and Atlantic to Indiana and the Ohio river, with the great canals and railroads, whether already completed, in a state of forwardness, or in contemplation, delineated thereon, by which the importance of this road, especially to this city, will readily be perceived, in order to retain even the trade already enjoyed from the great west, as well as our relative position and importance among the Atlantic cities. The great efforts that are now being made by the British Government to improve the navigation of the St. Lawrence, that they may divert the produce of our western states in that direction as well as the enterprize of our neighbors and competitors, Pennsylvania and Maryland, demand from the citizens of New-York another effort to secure the advantages already enjoyed by, and which, with equal facilities for transportation and travel, naturally belong to, them; but which, without the aid of additional means or communication, will as naturally flow through the more ready channels of our neighbors. The inhabitants of the city of New-York, however, are not by any means the only ones directly interested in the success of a railroad to Lake Erie. The hundreds of thousands inhabiting the southern tier of counties in this State, and those adjoining on the north, as well as in Pennsylvania on the south, are equally, and, it possible, more directly interested in its success. They are now, and have been for years, labor. ing under great comparative disadvantages in getting the produce of their soil and manufactories to market; so great, indeed, have been the difficulties, that they have been compelled to avail themselves of the precarious and hazardous advantages of a river navigation-so hazardous, indeed, that the losses from that source alone, we have not a doubt, within the last twenty years, would construct a railroad in a permanent and substantial manner from New-neighbors in the south are making great exer-York to Lake Erie: a fact, we should think, of tions to secure a part of our legitimate trade, of the department of war, authorizes an ex-

est in the success of a work of so much importance.

The city of New-York alone has a sufficient interest in its construction to furnish the means, and we have not a doubt but that the owners of real estate on this island would be gainers if the amount were to be raised by a tax upon their property, payable in five annual payments, as the increase in the value of real estate would be greater, in one year after its completion, than the cost of the road. The same may also be said of that section of the state through which it will pass. The value of their property will be increased more than the cost of the work, in addition to the facilities it will afford them in the transaction of business when completed; and therefore, it would be surprising indeed, if, amongst the various interests to be affected by it, there should not be found those who possess, and are ready to furnish, the means necessary to commence a work which, when once commenced, will not be permitted to flag for want of funds to carry it to a successful issue.

Another reason for immediate action will be found in the following extract from a letter from a highly respectable gentleman at the west, by which we learn that our Pennsylvania neighbors are ready to avail themselves of our delay; and they will do so, too, to our cost, unless we take early measures to secure, at least, the trade of our own State:

"If any doubt exists as to the immense importance of the locality of this road, (the Ithaca and Owego Railroad,) a truth of which its active friends have long since been cognizant, it is in the fact, that at a meeting of the Pennsylvania Commissioners at Tonkhannock, at which justified. A road, built upon the most economany distinguished persons assisted, it was resolved to go on and construct a railroad from Nanticoke Dam, on the Susquehanna, to the New-York State line, under the charter now existing. This, then, leaves but a few miles of space between it and the termination of the Ithaca and Owego Railroad, either to be passed by boats on the river, or by the construction of a short piece of road intermediate. Indeed, the impetus given by the Tonkhannoch meeting is so powerful, that we understand a company is now forming to complete the remaining link in the great inland chain of communication."

NEW-YORK AND ERIE RAILROAD COMPANY. -The following communication from Judge Wright, whose official agency and influence in the survey and construction of the principal canals and railways in this State, and other parts of the country, and whose pre-eminent reputation us a civil engineer, entitle his opinions on this subject to the highest respect, cannot fail to inspire confidence in the proposed undertaking. New-York, April 19, 1833.

DEAR SIR,-Having maturely considered the proposed plan and object of some of our citizens, for constructing a railroad from this city to Lake Erie, through the southern tier of coun-ties in this State, I feel no hesitation in expressing my opinion of the incalculable importance of having this work carried into effect for the great interests of the city and country through which it will pass, and in view of the rapid increase of our trade and intercourse with the lake counties, and the Western States.

In the present state of things, when our

The flame in this instrument, however, || sufficient importance to produce a lively inter-|| and those on our northern frontier, within the limits of Canada, are opening avenues of business and intercourse, well adapted to secure a portion of what has been our own trade, to forego or postpone this work would imply great negligence of our commercial advantages, our interests, and our prospects.

It needs no argument to show the vast advantages which such a work would confer upon this city. The cost of so extensive an undertaking must undoubtedly be great, but by no means discouragingly so, when viewed in connection with a reasonable estimate of the benefits to be secured to the city. The route presents some difficulties, but they are small compared with those which are met in Pennsylvania, in the railway over the Alleghany; and at various intervals there are long pieces which are very favorable. That every part is practicable for a railway, I have no doubt; and for such a railway as will prove eminently useful and important to this city. A spirited commencement of the work should be made by the enterprise of our citizens, and in that case, it is confidently believed that important aid will be extended to it from the funds of the State.

There are many weighty considerations in favor of constructing the first track of the proposed road with timber for the use of animal power only, and with a view to its being used by the inhabitants on the route, with their own animals.

Such a road may be opened and brought into productive use at a moderate expense. Level grading and embankments, which would be expensive and indispensable, were steam power to be used, may, on this plan, often and to a considerable extent, be dispensed with. Judging from the reports of the Baltimore and Ohio Railroad Company, railways of this description on favorable locations may be constructed for about six to nine thousand dollars per mile. But even a larger expenditure than either of these sums, on the most difficult portion of the proposed railway, namely, that between the Hudson and Susquehanna rivers, would be mical plan for horse power, I think may pro-bably be completed over the space between those rivers for a sum not much exceeding one million of dollars.

That portion of the road would of itself be of very great importance to this city; and having reached the valley of the Susquehanna, it would force itself over the remaining part of the route, where the grading on an average would be much less, and would soon be ex-tended to Lake Erie. In the valley of the Susquehanna it would connect with many important roads and other means of communication, leading to flourishing towns and villages, which now have a very considerable population, and are growing rapidly. The concentration of persons desirous to reach this city, by a safe, easy and rapid conveyance, would insure a great amount of travel on it, and this, added to the various tonnage of products from the soil and forests, would, as I should believe, render it a fair investment.

In a word, I have the fullest confidence in the merits of this undertaking, and believe it called for by every consideration of public and local utility, and hope it may be adopted by our citizens with all their wonted energy, enter-prize, and public spirit. I think the protection of their own interests requires the construction of this particular road

These are my views of this project, and if I can be useful in furthering it, I shall consider myself as doing good to our city.

I am, very respectfully, your obedient servant, Benjamin Weight. To E. Lord, Chairman of a Committee of Corporators and Commissioners of the New-York and Eric Railroad and Comm Company.

Col. Dewitt Clinton, of the U. S. Engineers, by whom the entire route of the proposed railway has been examined, and surveys made of a considerable portion of it, under the direction

pression in the strongest terms of his opinion in favor of the contemplated undertaking, both with respect to the physical advantages of the route and the great benefits it would secure to this city and to the country through which it extends.

In a recent communication, he estimates the tolls on a railway over the entire route from the Hudson to Lake Erie, from travel and transport of commodities, at more than \$700,000 per annum, clear of expenses. "The result of our surveys last fall, (he adds,) completely demonstrates the practicability of the road; and after a careful examination of the route at three different times, it is only necessary to say, that there is no undertaking of a similar class in this country which promises to confer more extensive or more permanent benefits than this, on this city and State; and there can exist no cause to prevent it from becoming the best railroad stock in the country.'

[Fron the Cincinnati Republican.]
WABASH AND ERIE CANAL.—This splendid undertaking is but just commenced. Twenty miles of the canal are now under contract, and in a short time there will be sixteen more. The whole distance of the Wabash and Erie canal will be about two nundred miles, and runs through a section of country amongst the most fertile on the American continent. Its two and the Maumee bay, in the State of Ohio. A great many laborers are now needed upon the work, there not being more than two hundred employed at present. Wages, about this time, rate at about fifteen dollars per month. Land of the first quality may be obtained, adjoining the located route of the canal, at one dollar and twenty-five cents per acre, so that an able bodied laborer, in a very few months, may be enabled to purchase a farm that will make him independent for

MOHAWE AND HUDSON RAILROAD COMPANYannual election held in New-York on Tuesday last, the following gentlemen were elected directors of this company for the ensuing year, viz: Issiah Townsend, Erastus Corning, James Porter*,

and Aaron Thorp*, of the city of Albany.

Ramsey Crooks, Samuel Glover, Wm. C. Red

field*, Seth Grosvenor* and John Laurie*, of the city of New-York.

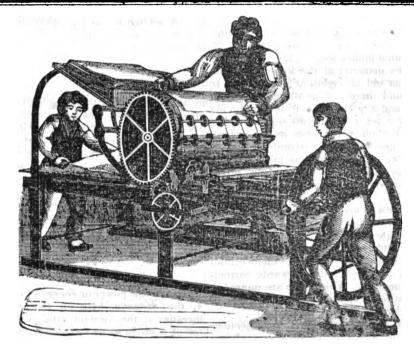
We learn that it is in contemplation to call Mr. Crooks to the presidency of the company, in the place of Mr. Jones, who declines a re-election. He is, we understand, a very active and thorough man of business. From what we know of the direction, we think it a happy selection for the stockholders; and it is not teo much to suppose that great energy will be thrown into the operations of the company. The road is increasing in favor as well as in business and there is no longer a doubt in the minds of intelligent persons that the revenues from it will be great and constantly increasing. So far, the travel upon it is unprecedented. Rich returns may be anticipated during the travelling season and the fall business.—[Alb. Argus.]

*In the place of Messrs. Jones, Van Vechten, Butler, Catlin and Griswold, who declined a reelection.

Chesapeake and Ohio Canal Co .- Mr. Eaton has uperseded Charles Fenton Mercer, Esq. in the Presidency of this Company. General Mercer has been long known as among the ablest and most zealeus table or carriage then returns to the front of labor they could perform. Demosthenes, advocates of this work, and his early, ardent, and continued exertions on behalf of the company have impression, which is communicated from the Lord Bacon, Sir Isaac Newton, Franklin, and the company have impression, which is communicated from the labor they could perform. Demosthenes, but the machine, to receive the ink for the next labor. Lord Bacon, Sir Isaac Newton, Franklin, and the company have impression, which is communicated from the labor they could perform. richly entitled him to expect every thing at their hands but—such treatment as this. There is perhaps no man in the Union, not an Engineer by profession, link one from the other until it finally reaches were in their intellectual and moral qualities, who possesses any thing like General Mercer's infor. mation on every subject connected with internal im-provement. Of Mr. Eaton's qualifications for such a another sheet is brought from the heap, sufsituation we can say nothing,--[Richmond Enquirer.]

intended for butter or any other purpose, may to enable a range of grippers, that are fas-court; how many secretaries they kept embe cleansed by putting in some bran, indian tened with springs upon the cylinder, to seize ployed; in short, how hard they worked. meal, or flour, and filling up with water; all and convey it on the form as the carriage a [[Everett's Discourse.] fermentation will take place which will per-fectly cleanse the vessel. The liquid is the pression; and it is then delivered at the back better for hogs after undergoing fermentaof the machine as above. The carriage and
tion; consequently there is no expense atcylinder are propelled by cogged wheels, as
tending the process. tending the process.

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ving represents the carriage at the back part of the machine, with the form of type just after a sheet has been printed, and the lad men in any department, we find them alat the back in the act of taking it away: the most always celebrated for the amount of ink receiver by several rollers, distributing the the form upon the carriage by means of an another sheet is brought from the heap, suf- fatigues of a march; how early they rose; ficiently over the edge of the board (and not how late they watched; how many hours FOUL CASES.—Foul pails, tubs, or casks, on the cylinder, as shown in the above cut,) they spent in the field, in the cabinet, in the will be seen on reference to the cut—the the seat of government.—[Gazette.]

RUTT'S PRINTING MACHINE, MADE BY NA- former having a fly-wheel attached beneath PIER, (Hoe's Improvement.)—This machine it; and the inking apparatus is kept in motion is put in motion by hand labor; the engraby a cogged rail fastened on the carriage.

When we read the lives of distinguished Washington, Napoleon,-different as they were all renowned as hard workers. read how many days they could support the

We understand that Commodore Ridgely has arri-

Stone-Splitting Screws.

SIR,—Some time since, while visiting the Bangor slate quarries, I was struck with the enormous waste of materials, arising from the mode adopted of shaking down large masses of slate to be afterwards split into roofing slates. The strata lie nearly vertical, and by every blast that is fired many tons of slate are shivered to atoms and made useless.

As a remedy for this, some powerful but simple application of the wedge appeared to me to be worthy of consideration. A conical male screw, working in a split female screw, placed in a jumper hole in the stone to be cleft, appeared one of the best that occurred; and, upon subsequent experiment, I find it to exceed my expectations, both for splitting, roofing, slate-work, and all other stones.

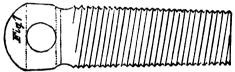
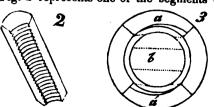


Fig. 1 represents a vertical screw for this purpose, made as an experimental one. It is about nine inches long in the screw, and two inches diameter at the lower end, and two inches and an eighth at the upper. It has a round thread, of as strong a form as possible, and a proper eye at top for the insertion of a lever. The two segments of a cylindrical shell, which form its nut or box, are each one fourth the circumference of a complete cylinder, and half an inch in thickness; thus the jumper hole for this screw requires to be three inches diameter and nine inches deep.

The screw is made of iron, sheathed with steel like a tap, and hardened; and the box segments are made of cast iron, poured in an iron mould, which makes the screw threads very perfectly and cheaply; their brittleness and hardness are afterwards corrected by annealing. They alone are injured in the operation of splitting, and by this way of making them are easily replaced.

Now, I am fully aware of the objections that may be urged, of a conical screw being applied to a cylindrical one, and of the threads of a conical screw making variable angles with the axis; but the taper or angle of the cone requires to be but very small, being determined by the modulus of elasticity of the stone to be split, which in all rocks commonly met with is very low; so that the screw being very coarse—having round threads, being very little taper, and not requiring to fit accurately—those objections are not

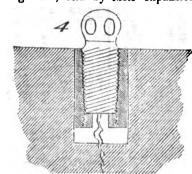
Fig. 2 represents one of the segments of



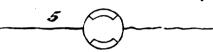
the box or nut; and fig. 3 is an end view of the two (a a') in their places in the jumper between the threads of the conical male hole; b, the screw.

To use this apparatus, the jumper hole screw. being prepared, the two segments are placed

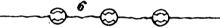
From the London Mechanics' against the back of the segments keeps them tried it, and the result of one experiment. against the back of the segments keeps them tried it, and the result of one experiment, a in their respective places. The screw must descend, and as it descends it must expand the segments, and by their expansion the



stone is split, (fig. 4.) I have found by ex periment that the rock will always split in the direction of the interval between the segments, as in fig. 5; so that when a pro-



longed section of an homogeneous rock is required, it is easily produced by a number of such screws placed in the desired line, as



in fig. 6. Omitting the consideration of the effects of friction, which, I am fully aware, are in this case very considerable, but can only be determined by experiments, it is sufficiently obvious that the power of this instrument is the same as that of a wedge employed for cleaving, whose angle is equal to that of the cone round which the screw is wrapped, urged, or driven on by the energy due to the same screw, actuated by a lever of a given length.

The power of this screw, then, is express ed by

$$P = \frac{h}{2 - R} W$$
.

where P is the power or energy of the screw h, the distance between two contiguous threads; ", the constant ratio of the diameter of a circle to its circumference; R, the length of the lever used; and W, the power or dead weight applied.

The power of the wedge, again, is given by the equation,

P representing the energy with which the power of the screw acts against the resistance of the particles of the stone, the length from the point or extremity of the cleft or split when first commenced, to that point where the resistance may be supposed concentrated against the sides of the wedge, i. e. the screw segments and L, the length of the cleft when first commenced. It is obvious, that R, l, and L, vary with different kinds of stone, and are constant with each particular kind; whence, for want of experimental data, it is impossible at present to reduce these equations to figures. The friction, too, of the instrument increases in a greater ratio than the pressure, from the continually increasing difference screw and those of the cylindrical female

So far, it will be admitted, I have not

which the whole of the Commissioners of Public Works in this county, Mr. Vignoles, the en gineer, of Liverpool, and Mr. John M'Mahon of the firm of Henry Mullens & M'Mahon were present, and expressed their entire sa tisfaction, will suffice.

Two men, with a lever of only three fee in length, and a single screw and segment of the size before described, split a mass o the argillaceous lime-stone of the county o Dublin, (Calp of Kirwan,) weighing nearly ton, in 17 revolutions of the screw, made in about 25 or 30 sec. The men did not put forth their strength, but merely walked round the stone, which we s split contrary to its strati fication, and exactly in the line of separation of the segments. The sufficiency of the power is thus clearly shown.

Mr. John M'Mahon has informed me by note, that " he considers it a very great im provement in the art of quarrying.

This instrument is more particularly ap plicable to slate quarrying, and for the pur pose of obtaining great tabular masses o granite, sienite, or other very hard and ho mogeneous rocks. In the former applica tion, the saving of slate, and of labor in clear ing the face of slate-rock of the accumula ting rubbish shook down by the method o blasting, recommend it. In the latter, the saving of labor, the certainty of the direction of the fracture, and the capability of splitting larger blocks than have been as yet attempt ed by wedges. It may be also applied to raising stratified rocks from their beds, and as a substitute for blasting in general. jumper holes usually used for the granite of this county are three inches in diameter, and sometimes sixteen feet deep. Each of these screws only requires a jumper hole of nine inches deep, and three inches diameter, and no gunpowder; and it is hardly questionable but that 20 of these screws, requiring less b bor of preparation, would produce a greate effect than the one blast, besides producing it in a predetermined direction.

There is another advantage of these scret over blasting, that they are free from dang to the workmen employed in using the There is but one way that I am aware of which it is possible for them to fail, name by the threads of the screw splitting off; the force required to strip a steel screw one-fourth of an inch round thread, depth and width, when twelve or fourte threads are engaged at once, is enormou and when a number of screws are in act on one mass of rock, the force on any in vidual screw need not be great.

The first cost of such screws is not The male or conical screws, be great. of hardened steel, will last a long time; the segments are cheaply made, when the mould is prepared, as they wear out are broken. The cost of jumpers is less the for blasting purposes, as they are so me shorter. It is obvious, also, that these scr may be applied at the bottom of a fissure jumper hole, as well as near the surface the rock, by having the head of the sc properly prolonged.

Oil and black lead should be used to lu cate the screw during its descent. If a iron segment should break in the hole du the descent of the screw, it does not may as the pieces are still held by friction in at opposite sides of it, and the screw i: serted slurred over the difficulties and disadvantages der and labor alone, in such a place as

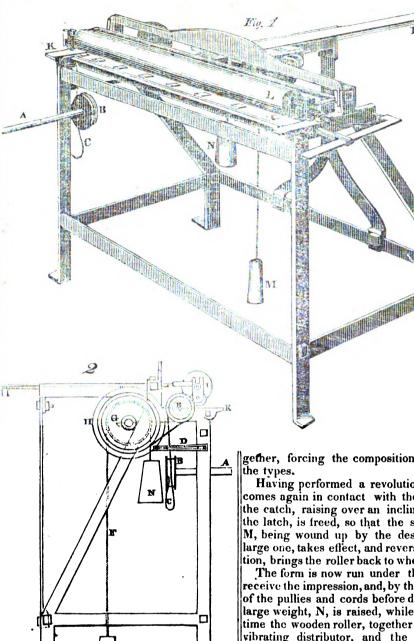
Bangor slate quarries, would pay the cost of some thousands of these screws, should they be found to succeed, in a few months I should suppose.

SUB-MARINE BOAT .- In the course of last autumn, M. Villeroi, of Nantes, made a successful experiment at sea, off the island of Noirmoutier, with a locomotive sub-marine boat of an entirely novel construction. It is ten feet six inches in length, and three feet seven inches diameter in its greatest width. The machinery by which it is impelled is said to be a mechanical application of the forms and means with which nature has endowed fish, and, in this instance, it is brought into play by the aid of steam. When the flux of the sea had attained its height, the inventor stepped into his boat, navigated for half an hour on the surface of the water, and then disappeared at a spot where the depth was between fifteen and eighteen feet, bringing up with him, on his re-appearance, a quantity of flints and a few shells. During his submersion he steered his boat in various directions, in order to deceive those who thought that they were following in his track, and rose at some distance from any of them. He then shifted his course repeatedly whilst navigating the surface; and at the termina, tion of an hour and a quarter's practice he threw off the cover which had protected and concealed him, and showed himself to the spectators amidst hearty cheers. It is obvious, from the success which attended this essay, that with the aid of M. Villeroi's ingenious machine, an individual may traverse a considerable distance under water with the same velocity as a common boat, and after calculating the depth to which he should plunge according to the density of the water, post himself under a ship's side for a hostile or other purpose, cut their cables asunder without being liable to detection, or descend for the recovery of wrecked stores, &c. The inventor was accompanied by two assistants, neither of whom suffered any inconvenience during their hour's submersion. The boat is constructed of iron.

NEW FIRE- Mr.J. Hancock, of Fulham, has, we are assured, invented a compound which burns under water, and which continues inflammable in any accumulation of moisture. It is in all respects similar to the much celebrated Greek Fire. He proposes is fast; through the rim of this pully the to apply it not to human destruction, but to end of the chord, C, is tied, and the other the saving of the lives of miners. It is the most perfect and unerring fuse for blasting and a spring, is fastened to the loose pully, E ever contrived; the wet damp, and water, which often interfere, being no hindrance to its perfect and definite action. It may, too, be accommodated to time, as a yard will burn out in one or two minutes, or in five or six minutes as desired. It is moreover as cheap as any fuse that ever was made.-[London Lit. Gazette, Ap. 6.]

PATENT IMPROVED INK DISTRIBUTOR. We have been much pleased with inspect ing and witnessing the operation of Messrs. Sabbaton & Spence's Patent Ink Distributor, in book printing, at the office of Mr.

press to the workman, and receives its im-end presses a tripping rod inward, which raises chanism, the whole operation of distributing pulse from the rotary motion of the rounce, the latch clear of the tooth, when a catch on the ink for letter press printing is well and



end, passing between a projection of iron, D, on the shaft of a wooden roller, as represented in figs. 1 and 2. This pully is attached by the same cord to pully G, on the end of the main shaft, that supports the pullics and weights in the centre of the frame, where a large loose pully, H, is connected by two catports the composition roller, L.

fastened on the shaft, having a similar groove supply. for the large weight, N, and on its periphery a Dean, Frankfort street, in this city.

This machine, represented by the annexed plates, stands at the opposite side of the raising the tympan, a flat piece of iron on its

Thus, by a simple compact piece of me-

gether, forcing the composition roller over

Having performed a revolution, the tooth comes again in contact with the latch, and the catch, raising over an inclined plane on the latch, is freed, so that the small weight, M, being wound up by the descent of the large one, takes effect, and reversing the motion, brings the roller back to where it started.

The form is now run under the platen to receive the impression, and, by the connection of the pullies and cords before described, the large weight, N, is raised, while at the same time the wooden roller, together with a small vibrating distributor, and the composition roller, L, which rest upon it, are carried round by means of a catch on the loose pully, E, acting in a ratch tooth on the shaft of the wooden roller. This performs the act of distributing the ink for the impression.

The form is then removed from under the platen, which unwinds the cord off the pully on the rounce; but the projection, D, and spring, prevent it from throwing off the loose pully, E. The tympan being raised, the large weight performs the same operation as before described, winding up the slack cord on the loose pully, E, by means of the connection of the cord F, with the pully G, on gut cords, II, passing in opposite directions to the end of the main shaft; and by a snail on each end of the tail of the frame, K, that supther same shaft, the small vibrating distributor is pressed down to a metal roller in the On the side of the loose pully, H, is a link fountain, where the ink being regulated groove to receive the cord of the small by a straight edge in four parts, and moved weight, M; and on the other side a pully is by eight screws, it receives the necessary

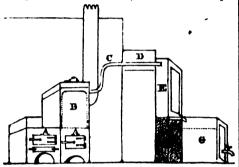
The metal roller is turned round in the

the shaft, A, of which is made long, passing the pully, H, takes its place, and, by the accurately performed, with scarcely any to the end of the machine, where the pully, B, descent of the weight, N, both go round to-additional labor to the workman.

Apparatus for freshening Salt Water. By E. Hables are cooked by steam. Magazine.]

DEAR SIR-I beg to submit for insertion in your truly valuable Magazine, the design of an apparatus intended to remedy the dreadful consequences arising from want of fresh water on board of ships. The apparatus by which this immense advantage may be obtained is so simple, and will occupy so little room, that there is no vessel which might not readily avail itself of it.

It is well known that the steam arising from salt water is perfectly fresh. If, therefore, this steam were conveyed, by means of a pipe attached to the copper, through a trough of cold water, which would act as a condenser, and if the water thus obtained were then passed through a filterer, it would be furnished for use not only in a fresh but in a very pure state. In the accompanying sketch, A A represents the stove (one of Frazer's pa-



tent sort); B, the copper; C, the steam pipe; D, the cold water condensing trough; E, a well for the reception of the water to be purified, which is half filled with sand, and coarse gravel on the top of it, and communicates at the bottom with another well, F, only half the height of the former, and which is also to be filled, excepting two or three inches, with coarse sand. The water, after filtering downwards through the first well, ascends through and accumulates on the top of the sand in the second, whence it passes over into the reservoir, G.

If, from frequent use, the apparatus should get in the least clogged, it may be cleansed in a few minutes, with the utmost facility, by merely washing the sand and gravel, and thoroughly rinsing the pipes.

Much, of course, will depend on the size and purity of the sand, which will not always afford the same results. I have found that a prolongation of the stratum of sand does not much impede the produce of the filterer, but materially contributes to the purity of the water, which, it is not exaggeration to say, may be had by this means equal to the best spring water.

[In another number of the Mechanics' Magazine, we find the following, in relation to the preceding invention:]

SALT WATER FRESHENING APPARATUS. Dear Sir: Since I forwarded the sketch of the apparatus for freshening salt water, which you was kind enough to insert in your tering every evening in very dry weather, last number, I have found that the pipe for turning the pots of those that require but a litthe steam must be in the shape of a syphon, the water on their sides during long storms, and not as shewn in your engraving; for I making frequent examinations for insects, refind that the motion of the ship, when there gularly syringing them, turning them often being pressed or pounded down, and then fill is the least wind, would otherwise send the to prevent them from being drawn to the sun up with the earth. water back into the boilers. There ought also to be a cock inserted in that part of the pipe which is close to the boiler, so that the limbs are in a drying situation, the small the limbs and shoots with it. steam might be turned off when required; for ones will require watering morning and even-will wash it off and leave the plant free of these in Fraser's patent stoves most of the vege. ling.

There might | [From the London Mechanics' also be a pipe led from the condenser to the erally lifted or taken up in June. boiler, so that when the water becomes warm and Ranunculus should be carefully taken up from the action of the steam in the pipe, it could be discharged into the boiler. main, dear sir, your obedient servant,

Edw. WHITLEY BAKER, jun.

AGRICULTURE, &c.

Suggestions relative to Florists' Work, for June and July. By the Editor.

Our friend A. W. has sent us the following

lines of Poetry, which, in his estimation, speak the language of that piety which arises from an impassioned love of flowers. It is from the pen of Horace Smith. Our readers will, we suppose, very cheerfully, before they commence the floral culture of summer, unite in singing a

HYMN TO THE FLOWERS.

Day-stars! that ope your eyes with man, to twinkle From rainbow galaxies of earth's creation,

And dew drops on her holy altars sprinkle

As a libation.

Ye matin worshippors! who bending lowly Before the uprisen sun, God's lidless eye. Throw from your chalices a sweet and holy incense on high.

Ye bright Mosaics! that with storied beauty The floor of nature's temple tesselate, With numerous emblems of instructive duty

'Neath cloistered boughs, each floral bell that swingeth And tolls its perfume on the passing air, Makes Sabbath in the fields, and ever ringeth A call to prayer;

Not to the domes where crumbling arch and column
Attest the feebleness of mortal hand,
But to that fane most Catholic and solemn,
Which God hath plann'd.

To that cathedral, boundless as our wonder,
Whose quenchless lamps the sun and moon supply;
Its choir the winds and waves—its organ thunder—
Its dome the sky.

There, as in solitude and shade I wander, Through the green aisles, or stretch'd upon the sod, Awed by the silence, reverently ponder The ways of God.

Your voiceless lips, O flowers! are living preachers, Each cup a pulpit, each leaf a book, Supplying to my fancy numerous teachers From loneliest nook.

Floral apostles! that, in dewy splendor,
"Weep without wo, and blush without a crime,"
O may I deeply learn and ne'er surrender
Your lore sub lime!

"Thou wert not, Solomon! in all thy glory,
Arrayed," the lilies cry, "in robes like ours;
How vain your grandeur! ah, how transitory
Are human flowers!"

In the sweet scented pictures, heavenly Artist!
With which thou paintest nature's wide-spread hall
What a delightful lesson thou impartest
Of love to all!

Not useless are ye, flowers! though made for pleasure Blooming o'er field and wave by day and night, From overy source your sanction bids me treasure Harmless delight.

Ephemereal sages! what instructors hoary
For such a world of thought could furnish scope?
Each fading calyx a memento mori,
Yet fount of hope.

Posthumous glories! angel-like collection! Upraised from seed or bulb interred in earth, Ye are to me a type of resurrection, And second birth.

Were I, O God! in churchless lands remaining,
Far from all voice of teachers and divines,
My soul would find, in flowers of thy ordaining,
Priests, sermons, shrines!

HOT AND GREEN-HOUSE PLANTS .- The principal attention that these require is wa-

FLOWER GARDEN.-Holland bulbs are gensoon after their leaves begin to fade. I re- are to be pruned soon after they have done flowering—the old wood cut out, and the plant properly shaped. Should the season be dry, many of the shrubs will require watering, particularly those that were set out in the spring.

> PROPAGATION.—Most kinds of flowers and ornamental shrubs may be increased in number by either cuttings, layers, division of the plants, inoculation, and the various modes of grafting. Soon after the plants are done flowering, by some one of these operations they may be multiplied. Roses, and geraniums, for instance, are increased by cuttings; the former also by inoculation and layers. The unskilful however should not risk destroying a choice plant for the sake of getting more of it, still it is well for those who are fond of flowers to amuse themselves by acquiring a little practical information on the various methods of propagation, for this leads much to the science of the vegetable kingdom. Ladies should not fail to amuse themselves in trying their skill in the propagation of plants. do it successfully, they should study nature a little-reflect what is requisite to insure success. If, for instance, they take a cutting, they should not put it in the ground where it is exposed to much sun, which will dry it up before it takes root. And a bud is more likely to grow on the north than on the south side of the branch.

CURRANT WINE.—This is the season for the ladies to begin to think of having a little temperate beverage for their friends. The following is from the Genesee Farmer:

"Take eight to ten gallons of current juice, to which add ninety pounds of common brown, or one hundred pounds of molasses sugar—put them into a brass kettle, which hang over a mod-crate fire—stir them up together well, and carefully take off the scum which rises to the top. Particular care must be taken that the fire is not so great as to make the juice boil,-no more heat is necessary than to cause the impurities contained in the sugar to rise so as to be skimmed off. When the liquor becomes pure, pour it into a clean firm barrel—then fill up the barrel with clean water, and let it stand (in the cellar) with the bung out to ferment. Let the fermentation continue as long as it will. The cask must be filled up frequently with sweetened water. When the fermentation ceases, bung up the barrel tight, and the process of manufacturing the article is ended

My friend assured me that he could buy his currants, and manufacture his wine, for 374 cents per gallon, and that he had frequently sold it at one dollar per gallon.

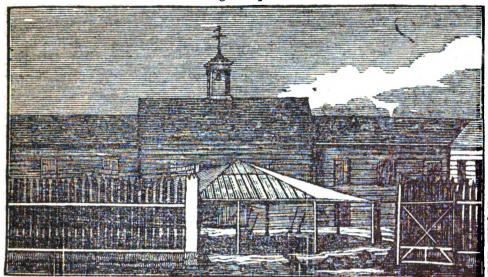
"Many a farmer has currants, which might, in this way, be made use of to great advantage; and those who have not might, in little time, and with little trouble, furnish themselves with an ample supply. Respectfully, W. P. W. "Milton, March 22, 1833."

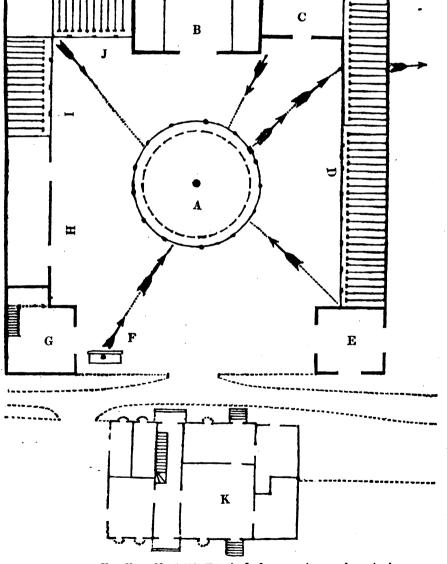
LAND DITCHING.—One of the cheapest and most effectual modes of draining is to dig a ditch of convenient breadth, and to a depth of one and a half to two or three feet. First fill in with brush of hemlock, cedar, or other that is more convenient, with the ends all one way, and to the depth of more than half a foot, after

To destroy the Black and Green Fly .-Take clay well worked with water, and cover



Description of an Improved Stercorary—communicated in a Letter to Dr. James Mease, of |called, the vital principles of successful agrithe Agricultural Society of Philadelphia, by David Hosack, M. D. [For the New-York | culture. For this purpose, while my neigh-Farmer and American Gardener's Magazine.]





Vor of a visit at Hyde Park, during the last summer, you expressed a wish to receive from me a sketch and description of the shed or stercorary I have erected in my barn-yard for the purpose of preserving and improving the qualities of manure. Having many years since, when Professor of Botany in Columbia College, taught the princi-

NEW-YORK, May 1, 1833. 1 | ples of vegetation and agriculture as con- their natural enemies. DEAR SIR,—When you did me the fa- nected with that department of science, and

bors are in the habit of exposing their manure to the air and the sun, or accumulating it in cellars, I was induced to erect the shed or umbrella, exhibited in the annexed plate. should premise that the barn and other buildings surrounding the barn-yard occupy three sides of a hollow square, each side being 175 feet in extent. The stercorary is placed in the centre of the barn-yard, and is covered by a shed in the form of an umbrella; this is erected immediately above the manure heap, for the purpose of preventing the evaporation of the manure in summer, at the same time that it serves as a shelter for the cattle during a storm. shed is about forty feet diameter; the centre post sustaining it is thirteen feet high; the posts in the circumference are ten feet in height and ten in number, allowing sufficient space for a cart or a waggon to pass between them for the deposite or the removal of the manure; the top is covered with common unplaned boards, and the whole roof is washed or painted over with a mixture of tar, oil, and sand, and colored with a small proportion of Spanish brown, by which composition it is partly preserved from decay. You will recollect that the barn-yard is so formed that the centre of it is excavated in the form of a dish, while all the other adjacent parts of it are gradually inclined to the centre, gravelled and rolled, so that every portion of the yard is preserved dry, hard, and clean. Small paved drains for conveying the stale from the cattle sheds and stables, communicate with the centre. In case of rain, the water from the adjoining build-ings also flows to the reservoir, and when the dish or excavation may overflow, a covered stone drain, with an iron grating at its mouth, conveys the surplus liquid parts of the manure to a large tank, or cistern, holding about 60 hogsheads, situated in the garden, from whence it is raised by a pump at the pleasure of the gardener, who finds in this a valuable and rich resource for his vegetables. By this contrivance no part of the manure of the yard is lost. The above mentioned shed, by placing a frame work like the small braces of an umbrella at the upper part of it, is also devoted to the purposes of a roost for poultry; this, too, at the same time that it affords an ample and warm protection for fowls, in some degree attracts them to that part of the barn-yard, and thereby preserves the remainder of it relatively clean, for it is to be recollected that they spend a great portion of the day upon the manure heap, as well as lodging above it during the night. They are also regularly fed in the barn-yard, which attaches them to it. and prevents them from wandering far from The fowls also have access to their home. the cattle sheds, and to the sheep cellar beneath the barn, where they make their nests; by this arrangement, while the family is most abundantly supplied with the produce of the poultry yard, the fowls are protected from

REFERENCES.—A, the stercorary; B, the

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NEW-YORK AMERICAN.

JUNE 15, 17, 18, 19, 90, 21—1833.

LITERARY NOTICES.

THE PRINCIPLES OF CHRISTIAN PHILOSOPHY: by John Burns, M. D. F. R. S.; 1 vol. 12 mo. Philadelphia : Carey, Les & Blanchard .- This is the first American from the third London edition of Dr. Burne' work on the doctrines, duties, admonitions and consolations of the Christian religion. It treats of a future state, and of the means of arriving at the happiness that is promised and avoiding the misery that is threatened in it, and with distinct chapters upon personal duties, relative duties, and the duties men owe to God, enters into a universal examination of the various requisitions for their full and successful performance. The divisions of the subjects treated, with their general arrangement, are both ingenious and logical, and must prove serviceable to those wishing to impress upon their own minds the truths laid down in the work. The style, however, though generally good, is occasionally somewhat ambitions and declamatory, vices of composition which, though a fine delivery may render tolerable in the pulpit, should never characterize a religious treatise intended for the closet. We quote a passage in a different strain, containing some food for thought.

He who admits the omniscience of God, must admit, that events, removed to the most distant period of futurity, are now, and always have been, present to his view He who admits the foreknowledge of God, must also admit his predetermination; for that which is foreseen, must eventually take place. doctrine of Providence, general and particular, is founded on the omniscience of God, by whom all things, even the most minute circumstant ever has occurred, or ever is to occur, must be at all times perceived, and the mutual relation, of every incident, whether past, present, or to come, in the intellectual and material world, must be known. one thought, of any individual, who is yet to exist, be unknown, the perfection of the Deity is destroy-It may be supposed, that, although, God does foresee, yet, he does not predetermine; but this position leads to the doctrine, that all things are left to chance, or some accidental operation of various causes, which may produce effects, either eventually good or bad, as circumstances may turn out.

The doctrine of predestination in its fullest extenseems to be included in this passage; and indeed the author elsewhere observes that "the existence of a Providence and the doctrine of Predestination must stand or fall together." And yet he does not deny the existence of free will in men-nor is there to our apprehension any necessity for so doing; for it has always seemed strange to us that the most sente minds should find this famous subject of controversy, so perplexing, when the simple reflection that there is no such thing as Time to an Eternal and empiosient Mind, seems to get over the difficulty at once. There is no such thing as a succession of objects to an all-seeing vision, that embraces every thing within its ken at a glance, and it appears idle to talk of the Daity foreseeing and predetermining acts and events, when everything is simultaneous in His mind.

" Much of the difficulty of this subject," says Dr. Burns, "arises from applying the same rules to the infinite that we do to the finite mind. To talk of cause and effect with regard to God, is talking as if his mind were like ours. Two operations of mind cannot be simultaneous, and yet stand in the relation of cause and effect. To the Deity, the past, the present and the future, are alike known; and his know. ledge is not like that of mortals derived from ratiocination or observation, but intuitively by one act of mind, which embraces all objects at once." These reflections have doubtless in some shape passed through the minds of many of our readers, but we do not recollect having met with them thus embodied in language before.

ctavo, from the press of Messrs. Conner & Cooke, which professes to be a plain and practical treatise on the epidemic Cholera, as it prevailed in this city during the last summer The work, which is by Dr. D. M. Reese, of this city, is designed for popular instruction, and includes a brief essay on the medical use of ardent spirits, in which the writer attempts to show that alcohol is as unnecessary and mischievous in sickness as in health. The publication is for sale by all the principal booksellers in this and the other cities of the Union. It is enriched with a map of the infected districts of last summer.

WALTHAM; A NOVEL. 1 vol. 12mo. Carey, Lea & Blanchard, Phila.-This tale, which forms one of the numbers of Leitch Ritchie's Library of Romance, possesses much interest; and though somewhat stiffly told, displays considerable powers on the part of the author. The hero, like most novel heroes, is anything but the most interesting personage in the story, the dramatis personse of which are generally well drawn and grouped together. Waltham, who is an intellectual kind of personage, is a gloomy fatalist, whose solemn and apprehensive disposition is happily contrasted with that of a bold and ardent young nobleman, called Lord Arnwood, whose high spirit and masculine character is again placed in opposition with that of a gentle, tender, and confiding ady-love. We have then a couple of very good villains, one sallow visaged and canting, and the other bluff and bold-faced. The back-ground is well filled by an honestScotch servant and a score of courtiers and foot-pads, millionaries, and other ordinary filling up of an ordinary novel. The manner in which some of these are introduced, however, gives somewhat an air of originality to their proceedings. They are flung in like streaks of light among masses of sombre coloring, and thus serve to make the general gloom of the picture more striking. We make a few extracte :

A First Interview .- With many such lamentations the Scot carried Lord Arnwood up, laid him on his master's bed, and set about restoring him; acting, however, by the orders of one who soon made her appearance, and seemed no novice at such benevolent offices, and who commenced dressing his wounds and performing the part of his nurse, with an anxiety and gentle skill which were soon successful.

Arnwood was for some time in that state of half consciousness in which surrounding objects are seen and voices heard, without a distinct perception of of either the one or the other. first, he felt a soft hand holding his own, and the of the Magazine: fingers pressing his pulse. A pale female face seemed sometimes to be close to his so that he could feel her warm breath upon his cheek; and the long dark hair which fell from her stooping head, while she dressed his wounds, he felt sweep-ing gently over his neck. Then his awaking eye fastened and dwelt upon a figure which reminded him of a Grecian sculpture, watching in a sitting pos-ture, between himself and the light; and while dreamingly contemplating the features which he was too giddy to see distinctly, he thought the dark hazle eyes beamed upon him with such a lovely expression that whether eleeping or waking, his involuntary ad miration caused a sigh to escape from his breas

At this moment the figure rose, and seemed to bend solicitously over him; and though his eyes were half closed, he perceived her smile with so captiva-ting a softness, that believing himself to be in a dream, he lay motionless; fearing to break so deli cate a vision.

At length he looked long and steadfastly, as if stri ving against the drowsy confusion of his brain. perceived himself to be in a small bed-chamber, neatly arranged; the furniture being rather separately elegant than consistently tasteful. The figure of the lady, however, still attracted his interest so exclusively, that as he gazed upon the graceful bend of the body, between himself and the single taper-the neck tangled with long hair, and the features perfect in he was unable to suptheir cutline and expression press the exclamation—Lady! how is this? Where am I?

The lady started, as if suddenly alarmed, and ri-

Coquetry Tactics.—Arnwood's observation more keen than usual, but still he had not altogeth deceived himself. Lady Amelia really delighted in his society, was interested in him, was proud of him as a conquest, nay, even loved him. But her love as a conquest, nay, even loved him. But her love was not (shall we be understood when we say it?) like the love of a woman. And so she could extinguish it, or sacrifice it to pride, or trifle with it (as she could, and did, with the object of it), with all the caprice and hauteur of a high-born and worldly dame. For some time she teazed Arnwood, partly by coquetry with other admirers, and, at times, by cruel allusions to things in which he felt keenly all the disadvantages of his situation. A new favorite in the per-son of a Colonel Vance, now began to call forth her triumphant "flirtation," and jealousy and wounded pride soon completed the alienation of Arnwood's heart.

THE ANIMAL KINGDOM, ARRANGED IN CONFORMITY with its Organization: by the Baron Cuvier. Tradslated from the French, and abridged for the Use of Schools, by H. M'Murtrie, M. D. &c. &c. 1 vol. G. & C. & H. Carvill.-The study of Natural History is among the most delightful and satisfactory of all that can engage one's attention. The interest of the various subjects presented keeps curiosity con. tinually alive; and thus begets a habit of careful investigation, and strengthening the memory while it exercises the judgment, brings, as is justly remarked by Dr. M'Murtrie, the intellectual faculgirl, the daughter of Waltham, and of course his ties of the pupil into a state of the greatest activity, and tends also to elevate his moral character, from indulging in a train of inquiry which finally leads him from the creature to the Creater. The great work of Cuvier, in an edition of four volumes, has been for some time for sale by the Carvill's; and the ingenious translator has certainly rendered a service to those who would enter upon an elementary course of zoology, by the present abridgment, which is well calculated for the use of those to whom it is dedicated-"The teachers of youth in the United States of America." The volume is printed in sufficiently handsome form to make it an acquisition to al most any private library.

> AMERICAN TURF REGISTER and Sporting Magazine. Vol. IV., No. 10.-A spirited engraving; from a drawing by Rindisbacher, of Capt. Mason killing two deer with a bird gun in the American Bottom, forms a striking embell shment to this No. At page 501 we find a well written and very interesting letter on crossing our Thoroughbred Horse with the Wild American or Prairie Horse, which is thus prefaced by the Editor

> If the following suggestions had been carefully perused when received, they would have been sooner given to our readers. If the writer be not a practithe writer be not a practical breeder or trainer of horses, he is evidently a sensible man and a good writer, as well as an amateur We regret not having given his remarks earlier and more earnest attention; and have little doubt that we might soon realize great improvement in our road horses by the first cross, even though there should not be sufficient perseverance in continuing the cross until more bone and greater stoutness should be obtained in the race-horse. Our impression, as to the cross for the purposes of the road, is founded also on facts that we have heard of-one or two Indian horses, brought to Maryland, which were probably not selected with much care. We should be glad to receive any additional information which any go man can give us, as to facilities in procuring spec mens best adapted to a favorable experiment; an feel sure, from his well known public spirit, the Secretary of War may be relied on to give any aid in his power to any proposition to benefit an essential public interest. A contrary supposition would belie public interest. contrary supposition would belie his character for intelligence and large and libera views.

A very handsome new Map of the City, just pub lished by J. H. Colton & Co. No. 9 Wall street, before us. Being formed from recent surveys, it very correct, and has the desired improvement of th names of places marked upon the points which r present them, instead of their being noted in a column of reference.

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SUMMARY.

INTERESTING FROM THE FAR WEST.-The followng letter to the Editor, from Col. S. C. Stambaugh, iSecretary to the Commissioners for settling boundaries, &c. with the Indian Tribes of the West, will be found highly interesting to our roaders, and we ten-der our thanks to the writer for his politeness in furnishing us with the information it contains .- [Arkansas Gazette.l

FORT GIBSON, MAY 7TH, 1833.

Dear Sir-I have had but little news to communicate, since I received your message. I can, how-ever, now say semething about the occurrences of the last few days.

One of the finest looking, and apparently most efficient commands that ever penetrated an Indian country west of the Mississippi, left here to day, on an expedition to the extreme western boundary of the United States, and have encamped this evening on the Arkansas, a few miles below. It is composed of the Arkansas, a few miles below. It is composed of two select companies of the 7th infantry, and three companies of Rangers. The officers are Lieutenant Col. Many, Commander; Major Young, Lieut. Daw-son, Adjutant; Assistant Surgeon, Worrell; Lieut. Northrop, Quartermaster and Commissary of Sub-sistence; and Lieut. Havell of the infants. Ristence; and Lieut. Howell, of the infantry. The Rangers, 1st. Company is commanded by Captain Ford, Lieutenants Gibson and Shields; 2nd. Compa-

Ford, Lieutenants Gibson and Shields; 2nd. Company, by Capt. Boone, Lieuts. Hamilton and Butler; 3rd. Company, by Captain Beau. Lieutenants Pentecost, Watson, Caldwell, and Ury.

The officers belonging to the Rangers are all at their posts, except Lieut. Steens, who is engaged by the Commissioners in running the line West between the Creeks and Cherokees, in accordance with their treaty stipulations of the 14th February last. He will join the command somewhere on the with their treaty superiorations of the 14th February last. He will join the command somewhere on the waters of the Canadian, after having completed the duties assigned him. Lieut. Watson, of Washington City, is the only officer oppointed to the new Dragoon corps, that has yet arrived. Lieut. Seawell declines accepting the appointment tendered him in that corps; preferring his present rank in the in-

The principal object of Col. Arbuckle in sending out this expedition, is to display a large military force in the heart, and in the extreme hiding places of the Indian country, where no white soldier has

ever yet appeared.

The Pawnees and Camanches have been very trou blesome during the last winter, evincing an unfriend lystemper towards citizens of the United States. Besides the serious robbery committed upon Judge Carr's party, on their way from Santa Fe to St. Louis, in January last, they have been very annoying to traders and trappers, who have happened to go near their haunts, and have lost no chance of attacking and plundering unprotected travellers.

It is contemplated by the commanding officer, to strike Red River about the head waters of the Boggy, and probably ascend to the Blue and Fausse Washita. On their route to that point, the troops will scour the country between the North Fork and main branch of the Canadian.

Should the expedition fall in with any of the Paw nee and Camanche Chiefs, they will be brought to this place, for the purpose of holding a Talk with the Commissioners, who are particularly directed to obtain an interview with these roving and restless tribes, who have no fixed place of residence; but follow the buffalo, and appear alternately in the United States and Mexico. The Commissioners have urnished interpeters, to enable the commanding officer to effect this object. From the high standing of the officers having command of the expedition, I have no doubt but they will carry their intentions into effect, if untiring preseverance and genuine courage can insure success. If they meet the hostile Indians, the orders are to treat them friendly; but should they indicate hostile intentions, or commit any depredations they will be taught a salutary leson the spot.

This is truly an interesting expedition. The whole of that Great West to the Mexican line, between the vaters of the Arkansas and Red River may be explored, its physicial qualities ascertained, and its adaptation to the wants of the Indians who are to receive it as their permanent homes, promulgated to the American people. The expedition will visit the Salt Plains of the Arkansas, and pass over the Grand Prairie, where the weary march will be enlivened by the exciting chase of the wild horse and buffalo, which inhabit those unfrequented plains, periodically, in immense herds.

Another command, of one company, has been de tached from this garrison, and will march to-morrow, leleven years.

Lieu. West commandiag; Lieu. Dix, Quartermaster and Commissary; and Assistant Surgeon, O'Dyer. The object is to repair the road from Fort Smith to Red River, which was opened by Capt. Stewart last spring. The length of this road is 147 and strikes Red River near the Horse Prairie. From the information I can obtain, all the work done upon this road will be labor lost. It passes through a country en tirely unadapted to the object contemplated, over numerous hills and high rocky mountains. No blame, however, can be attached to Capt. Stewart, as the road was laid out and blazed before he was ordered upon it, by Col. Bean. Lieut. West is ordered to endeavor to make it passable for wagons.

I cannot recollect any thing else worth communicating. Reports have just arrived that a party of Osages have arrived at their village, within 60 miles of this place, with a number of Pawnee scalps, and several prisoners. I am inclined to think the report is true. I have just received a letter from Major Chouteau, announcing that he is on his way, and will arrive here to-morrow, with fifty of the Chiefs and head men of the Osage nation, for the purpose of holding a council with the Cherokees, to settle some disputes, agreeable to certain treaty arrangements

existing between these tribes.

The Commissioners have had buf little business before them since the adjournment of the Osage council. Mr. Ellsworth has gone home; Mr. Scher-merhorn has left for Little Rock two days since, for the purpose of collecting the Quapaws, in order to the purpose of collecting the Quapaws, in order to treat with and fix them permanently, if possible, on some part of the Indian Territory. I will fellow in a day or two, and meet Mr. S. at Little Rock. Gov. Stokes will superintend the council between the Cherokees and the Osages, and then proceed to Fort Leavenworth, on the Missouri, for the purpose of examining the country in that direction, and of meeting a party of Pottawatamies, who are on their way to this place, under charge of Col. Pepper, for the pur-pose of selecting a country in the new Indian Territory, for their future residence. I am, respectfully, your friend and obedient servent,

S. C. STAMBAUGH.

University of Virginia.—Extract of a letter received in this city from a gentleman in Baltimore:

In reply to your inquiries I have to observe, that the election in regard to the professorship of medicine now vacant at the University of Virginia, will take place at the next meeting of the Board of Visiters, on the 10th of July. The vacancy at that Institution has arisen, I believe, chiefly from a desire on the part of the gentleman who is about to with-draw, to practice his profession in a city, which his recent appointment to the chair in our medical school. will enable him to do with advantage. You are mis-taken, therefore, as to the cause of the change at the Baltimore School. The University of Virginia ranks very highly among our institutions, both for the liberal spirit which pervades its regulations, and the extensive acquirements of its graduates. The medical school, in particular, has surpassed the expecta-tions of its most sanguine friends; and, under the influence of name and talent, cannot fail to maintain its reputation. No doubt the applicants will be numerous for this very desirable situation. The salary I am told, for the Professor of Medicine, will in future be \$1000—a house free, the rent of which is \$450—a class, the fees of which have hitherto varied from \$800 to \$1000, and a country practice, which has been represented as worth a thousand

The New Orleans Argus in a notice of the la mented death of the Hon. J. S. Johnston, by the explosion on board the Lioness, says :-

Mr. Johnston was a native of Connecticut, but was aken in early infancy by his father to Kentucky .-He received his education in the latter state, omigrated to Louisiana at the close of the year 1804, or the commencement of 1805. His whole life since, with a few short intervals, has been spent in the public service. He served in the first territorial legislature which was convened in New Orleans, and he continued a leading and efficient member of that body until Louisiana was admitted into the Union.-Immediately after the organization of the state gov ernment he accepted an important office in the judiciary, and filled it with credit and usefulness until he was elected to the House of Representatives of the United States. He continued to serve as a mem-ber of that body for two congresses, and after a short interval was selected by the legislature for the

We learn from various quarters that the Liones had not caught fire before the explosionand how that occurred is utterly unknown. The blow was so instantaneous and astounding, that few could have been saved but for the narrowness of the river-There were about sixty kegs of gunpowder on board.

An end must be put to the shipping of gunpowder, but in such way as shall obviate all danger. This is not difficult, provided it be not shipped secretly or under disguise, and the fact remains thus unknown.

[Bulletin.]

NEW ORLEANS.--The Indians .- Capt. Thompson of the steamer Arkansas, which arrived yesterday from Cantonment Gibson, informs that there had been a conflict betwen the Pawnees and Osages, about 36 miles from that place, in which the former were defeated. The Pawnees entered the settlement of the Osage tribe, and stole away some horses, which it is supposed was the occasion of the battle.-[Courier.]

A dry goods merchant in Philadelphia recently eccived an anonymous letter, enclosing seven hundred and twenty dollars, which the writer declares was his property.

" Dead Letters .- In the General Post Office at Washington, there is one department for the exemination of dead letters, which has a superintendent and five clerks."

The above paragraph, which we find in circulation in the newspapers, reminds us to say, that the num-ber of dead letters returned to the General Post Office and there examined, &c. amounts to the enor-mous number of 600,000 annually. This branch of the Post Office is under excellent regulations. Every thing of value is carefully preserved, to be restored to its owners, if they can be found.—[Nat. Intell.]

[Correspondence of the United States Gazette.]

New Troy, Pa. June 5, 1833.—This little village
was yesterday made the scene of an exhibition of
most unusual and thrilling interest. The remains of
those who were sacrificed at the Wyoming massacre on the 3d of July 1778, were disinterred preparatory to the erection of a monument commemorative of that disastrous event. On the beautiful plain of that disastrous event. On the beautiful plain where now stands the cheerful village of New Troy on the west bank of the Susquehanna, and a short distance above Wilkesbarre, was recently dised the sepulchre where the dead had been hastily in terred by the surviving settlers. The bodies had evidently been promiscuously thrown into one common grave, and as no stone had been placed to mark the spot, it had long since been lost sight of. Different individuals residing in the neighborhood some of whom were children of the sufferers, had made repeated attempts to discover the grave, but the progress of cultivation had so effectually obliterated all traces, that every search had heretofore proved fruit-less. The grave is situated in a lot adjoining the road and is slightly elevated above the surrounding country. The Susquehanna is within a short distance and adds to the picturesque beauty of the scenery, which from every point of view porsesses un-common interest. About twelve hundred dollars has been already subscribed towards defraying the expense of a monument. The workmen are now engaged in preparing a vault in which the remains are to be deposited and it is expected that the monument will be erected on the 3d of the ensuing month, it be ing the anniversary of the battle.

Among the relics was found small portions of a garment, made of wool, on which the color, a "bot-

le" green, is distinctly visible.

Mr. Auguson.—The interest with which all the motions of this distinguished naturalist are watched by his friends, makes the following letters addressed to the editors of the Gazette, very acceptable :

Eastport, May 26th We returned last night from an excursion to Grand Menan and other Islands; we were absent three days and have obtained much information, procured some valuable rare birds, some shells, and some plants, which I never had met with before. The ap pearance of the Island of Manan is sublime and terrific as you approach its stupendous, bold and rugged rocky shores on the north side of it. Not a spot can you find where to land, or if put ashore, where one you find where to tane, or it put and the possessor can climb to its summit without being the possessor and attempth. We sailed of extraordinary activity and strength. We sailed within a few hundred yards of these bold walls, in great depth of water and in full security, the wind being quite fair and the sea smooth. The croaking of the Ravens, which build their tenements and raise office of senator in congress; and there he has since their broods amongst the fissures of these rocks, was remained; a period, if the writer mistakes not, of the only sound that reached our ears, and the minds of eleven years.

s, one after another, hundreds of these sharp capes, all ready to crush the unfertunate or unwary ship in an instant. The southern aspect of this Island (20 miles in length) is entirely different; its shores rise gradually in the form of an immense amphitheatre displaying a great portion of its contents, houses, cleared spots of land, and its forests mixed with and dwarfish nature. We landed and found the soil indifferent, being extremely rocky and full of pest. The woods filled with mosses a foot deep, under which one sinks up to the knee in mire at every step. I found there growing wild, the common current, gooseberry, strawberry, raspberry, and various species of whortleberry; all these, we were assured, were found here by the first settlers. Not a wild quadruped, except a species of wood rat, which I never saw before, and which I procured. Attempts have been made to introduce the moose deer, but they did not live long. The islanders have some very indif-ferent cattle, a few horses and sheep. They grow little or no grain, and it appears as if potatoes and fish were their main support. The bays are swarming with cod and other fishes, and even now abundance of water The eider duck and a few other species breed on all the rocky islets that seem to stud the neighboring The black guillimot, and razor bill, also breed here, and a species of large gull by millions, that are protected by the inhabitants, who feed on their eggs, and rob all these birds of their valuable feathers. I have had the best opportunities of studying them and their habits. My son found an eider duck's nest with three eggs in it, but it is too early for these birds yet. We here caught four revers, by letting a sailor down forty feet from the top of the rocks by means of a rope. I mean to take them with me to Labrador as compagnems to take them with me to Labrador as compag-nems de voyage. I have procured one of the best wa-ter dogs I ever saw, equal to man in intellect, tho' he does not speak the dead languages. On White Island, Mr. Falkland (the owner) received us kindly, and sent his sons to assist us in our researches. He entertained us hospitably, and gave us a round of cheers as our little vessel departed from the shore. 'We landed on six other Islands in quest of birds; and as we sailed on, we could plainly see the land in Nova Scotia, though more than 40 miles distant. Within three days, nature seems to have made a

Spring towards perfection, for we found trees open, on which scarce a bud was visible, when we left

Eastport.

EASTFORT, MAY 29 .- We have been busily engad in drawing and saving our skins. Since my last, I have made a drawing of two very rare ducks, and my son has compled a drawing of three Phalaropes, which he had the good fortune to shoot; a bird which I scarcely ever could find any where else that I have been. Our vessel is about 100 tons, the whole of it se arranged as to enable us to pursue our employment in rainy weather within. Our party now consists of six persons besides our crew. The son of sists of six persons besides our crew. The son of Dr. Shattack, Dr. Ingalls, and Mr. Jos. Coolidge, from Boston, Mr. Thomas Lincoln, son of the Judge, from this neighborhood, and ourselves. Our party possess every thing that will be useful, necessary, or indeed comfertable; our drawing table is firmly fixed under the main hatch, so that we have a pretty good light. Since we have been here, we have completed four valuable drawings, added much to our journal, and objects of Natural History, and we have made three pretty views from this region.

At the meeting held on Monday evening by the friends of the plan for colonizing Africa with people of African descent from the U. States, eleven hundred and twenty-eight dollars were collected for the olonization Society. The meeting was addressed by Mr. Gurley, Secretary, and Mr. Finley, its Agent, and several gentlemen of this city. A colored man attempted to speak in opposition to the objects of the meeting, but was prevented by the Chairman, en the ground that the meeting was called by the friends of the Society, and that its adversaries had no right to be heard. It appeared from Mr. Gurley's statement that during the year past the Society had sent out 600 emigrants to Liberia, and had engaged, as usual, to provide for their support during the first six months of their residence in that country. The means of the institution were thus ex-hausted, and he had been directed to visit this and other cities of the Union, with the view of obtaining an increase of funds.---[Post.]

recollection of lost vessels and their crews as one pas-[[roofed a house and barn, and razed a mill dam to its] very toundation.

The London Morning Herald, of the 9th of May, contains the ennexed paragraph, noticing an affray which, we believe, has not yet been heard of in this part of the world. The English editor does not give the name of his informant:

Here is the article :—

American Duel.—A duel took place a short time sin :e, in one of the Western States, in which there were six combatants on each side, who attacked one another with swords, pistols and daggers, with the most savage fury. Three were left dead on the field, and nearly all the rest were wounded, till at length the weaker party retreated.

While our news-boat T. H. Smith was cruizing off the Hook yesterday, a large Eagle lighted on the main boom, when one of the hands presented it a piece of beef, on a mackerel hook, from the end of a boat hook, which the bird eagerly caught at and was taken. The men christened it by the name of Black Hawk. It is their intention to domesticate this Eagle and occasionally despatch it to the city with ship news .- [Mercantile.]

Twenty Four Thousand Old Maids .- It appears by the correct schedule of the fith cersus of the United States, that in every section of the country, except New England, the free males out number the free females. The excesses of free females over the correct schedule of the fifth cersus of the free males in New England, 24,638. Excess of free males in the Middle States 53,949; Ditto Southern States, 10,536; Ditto in the Western States 118,-027 Ditto in the Districts and Territories, 8,979 making an excess of males over females (in the Midmaking an excess of males over females (in the mid-die Southern, Western, and South Western States, Districts and Territories) of 196,176—and in the whole United States of 171,448. In New York, the free males exceeded the fair sex by 32,806 in Onio, by 31,068: in Pennsylvania by 30,548; and in Kentucky by 10,856. But in Massachusetts the females exceeded the males by 14,314; in N. Hampshire by 6,397; in Connecticut by 3,156; ad in Rhode Island by 3,431.

The following note was found among the papers of the late Lord Erakine.

To General Washington.

Sir-I have taken the liberty to introduce your august and immortal name in a short sentence, which is to be found in the book I send to you.

I have a large acquaintance among the most valuable and exalted classes of men, but you are the only human being, for whom I ever felt an awful reverence. I sincerely pray to God to grant a long and serene evening, to a life so gloriously devoted to the universal happiness of the world. T. ERSKINE.

London March 15, 1796.

STEAMBOAT FARE REDUCED .- The Hudson River Company have reduced the fare between Albany and New York to two DOLLARS.

The 10 o'clock line having been discontinued, the Novelty, Capt. T. Wiswall, takes her place in the seven o'clock line.

GENEVA COLLEGE.—Wa are gratified (says the Geneva Gazette) to have it in our power to state, that the annual ADDEES before the Alpha Phi Delta and the Euglossian Societics of Geneva College, will be delivered at the next Commencement, by the Hon. Gulian C. Verplanck, of New York; a gentleman long and favorably known as a scholar and man of talents.

WESTPOINT.—The annual examination of the Ca dets at this institution terminated on Friday last: and in the afternoon of that day the Corps marched into camp, in which they remain until 1st September.

The very thorough nature of the examinations at this institution (which occupy, as we have before said, from twelve to fifteen days, nine hours each day,) have justly rendered them alike remarkable and interesting. Not less so are the accuracy and extent of the knowledge acquired by the Cadets; and sure we are, that no fair minded persons, however pre-viously prejudiced against the Military Academy, could witness the results, as displayed at these annual examinations, without feeling and avowing that it is a most valuable, and in every sense a thoroughly national, institution.

The class graduated this year consists of 45: the class entering, of about 120. It is of rare occurrence,—such is the severe ordeal of study and con-

DUTIES ON WINES.—The following letter from the Treasury Department, addressed to a house in this city, is important to wine dealers and drinkers:

Comptroller's Oppics, 4th June, 1833.

Gentlemen,—The Secretary of the Treasury has referred to me your letter to him of the 27th ult. in which you submit the following questions for the de-cision of the Department:

" Are the duties on wines to be reduced on the 4th March, 1834, to one half their present rates, and a return duty to be allowed on those then en hand, or instead thereof will the progressive reduction con-templated by the Tariff act of 2d March apply to wines? In the latter case will the wines in bond on the 4th March, 1834, be entitled to the first reduction

of duty?"

In reply I have to observe, that the duties on such wines as are now in bond and shall remain so until after the 31st December, 1833, and on such wines as may be imported before that day, and shall at the time of importation be deposited under control of the proper officers of the customs, and shall remain so until after that day, will have to be regulated by the pro-visions of the 1st section of the act of 2d March, 1833, to modify the act of 14th July, 1832, and all ether acts imposing duties on imports, and according. ly if such duties exceed an ad valorem duty of 20 per cent. a reduction thereon will be made, ut the time of withdrawing the wines from the Public Store equal to the tenth part of such excess. Respectfully, Jos. Anderson, Comptroller. To Messrs. -New York.

GINGINNATI, JUNE 11.—The river commenced rising on Friday night last, since which it has risen full thirty feet, a circumstance, we are told, altogether unprecedented in so short a time at this season. It was still rising rapidly when our paper went to press last evening. After excessive heavy rain on Friday and Saturday, the weather became fair on Sunday and yesterday, both of which were delightfully plea-sant, and business at the landing yesterday was unu sually active.

Mr. Randolph of R.—We understand that the will of Mr. R. was not presented for probate at the last Charlotte Coult. As Judge Tucker was not present, Mr. Wm. Leigh declined opening the will, which was left in his possession by Mr. R. before he went to Russia. As his papers have not yet been ransacked, it is impossible to say whether he has left a later one behind him.

A schedule has been taken of his slaves and horses by his steward, since his death—from which it appears, that he was in possession of 318 slaves, and 180 horses—of which, about 120 are blood horses.

Mr. B. W. Leigh denies the report, that Mr. R. requested of him to write his life—but the public have looked to him, or to Judge Henry St. George Tuck. er, for a collection of the speeches, and extracts from the correspondence—along with a biographical sketch, of this distinguished man .- [Richmond Enquirer.]

We find the following annunciation, which is also a profession of faith, in a Baltimore paper.

The abode of a pure spirit has been changed by the death of the infant child of W. C. Conine, yes. terday, the 13th inst.

[Editor Brooks of Portland, passed through the city from his Southern tour, a few days ago, and in his last letter pays New York the following elegent compliment.]

I rambled around—saw the multitude crowding to see the balloon go up—enjoyed a little of those odors, written and unwritten, that so distinguishes New York, the kitchen of American cities, not two per cent.better off than New Orleans as to filth, &c.and the Cholera is a blessing if it only wakes up "the authorities,"—and then by four o'clock P. M. the same day I embarked in the Franklin for Providence.

The following is a transcript verbatim et literatim of the proceedings in a suit before a justice of the peace in one of our western towns, inserted in 7, Wendell, page 389; and though it was objected to before the Supreme Court, on the ground of its not being written in the English langua ige, Judge Nel-

son very promptly over ruled the point.

"Samuel Cooper This 25th day of November, 1824—Summons redurned per fretrick Browner sonal served in a plea offifty dullows and issue gind, and the parties were On Thursday night last, a violent whirlwind pass—duct through which a Cadet must pass—that more dover the Mount Carbon landings, at Pottsville.

(Pa.) where it unroofed a large stone-built store, carrying a horse a considerable distance from the place where he was fastened, and a portion of the roof to a distance of three miles. At Tumbling Run, it unsuch a distance of three miles. At Tumbling Run, it unsuch as the severe ordeal of study and congretation of study and congretation of the number who enter pass through that one-third of the number who enter pass through that one-third of the number who enter pass through the wenty six dullows and issue gind, and the parties were duct through which a Cadet must pass—that more try for trief and witness swear and gudgmand for twenty six dullows and issue gind, and the parties were fitty dullows and issue gind, and the parties were ordeal of study and congretation of the roof to duct through which a Cadet must pass—that more that more than one-third of the number who enter pass through that one-third of the number who enter pass through the numbers and suddicts and issue gind, and the parties were ordeal of study and congretation of the roof to duct through which a Cadet must pass—that more that more than one-third of the number who enter pass through the number who enter pass through the number of the wenty six dullows and issue gind, and the parties were of the number who enter pass through the number who enter pass through the number who enter pass through the number who enter pass through the number who enter pass through the number who enter pass through the number who enter pass through the number who enter pass through the number who enter pass through the number who enter pass through the number who enter pass through the number who enter pass through the number who enter pass through the number who enter pass through the number who enter pass through the number who enter pass through the number who enter pass through the number who enter pass through the numb

Digitized by

In the King's collection in the British Museum is | that they have only half patriotism-you treat them a pamphlet of very great rarity—"The humble peti-tion of Menasseh Ben Israel, one of the Jewish nag tion, to his highness the Lord Protector Cromwell." The prayer of the petition sets forth the hardships the Jews have suffered in England, an application for certain privileges, and for St. Paul's Cathedral to be given up to them for a synagogue!

Anecdote.-It is said, that the Indians, while they were at Old Point, conducted themselves with the greatest propriety. Old Hawk's handsome son was ery fond of the company of the beautiful American Squaws. He is passionately attached to music—and, on one occasion, after listening with the most profound attention to the strains of the piano forte as its keys were touched by a young lady, he suddenly jumped up, and drawing a brilliant ring from his finger pre sented it with many compliments, to his fair com panion. She declined it, with an air of great polite ness; but the young Hawk was much mortified at the refusal, and still more at the idea of his having transgressed some established rule of American etiquette. These Indians return home with the most favorable impressions of the character, strength, and refinements of the Citizens of the United States.-[Richmond Enquirer.]

SOUTHERN SCENERY. -Those who have been in the habit of traversing our Southern woods, have, no doubt, been frequently struck by that sudden transition, within the compass of a few miles, from scenery of one description to others of an entirely different character, which, beyond almost any other feature, may be said to characterize the dense solitudes of Carolina. The effect of this sudden and unexpected transition is one always of inexpressible charm.

After a ride of walk of several hours, through woods wholly impervious to the sun, and literally walling the traveller in, so as to allow just space enough for his horse, -wading through deep and dangerous swamps, reedy brakes, and a world of briars through which he has to fight his way,—the hunter or lover of nature, who woos her in her most secret recesses, finds himself all at once, and as if by magic, treading the smooth and verdant carpet of some up-land lawn, with trees in regular array, as fashioned by the hand of art; and interspersed with lights and shadows, and soft and beautiful knots, inviting you to repose; and, reigning over all this, silence the most profound—broken at intervals by the solitary note of the Red Bird or sound of the Woodpecker.— [Charleston Mercury.]

The editor of the Wyoming Herald thus notices the copper mine recently discovered in Luzerne coun-

ty, (Pa.)
"The mine is opened about twenty yards in length, and four feet thick; the ore is imbedded in grawacke, are very extensive. A specimen of and in appearance is very extensive. A specimer of the ore, and also of the copper made from it, was a days since shown to us, and we were assured that the yield is fifty per cent. If so, it is of itself "a mine of wealth," and will add much to the universal resources of the county, already rich in minerals, and all it wants to convert it into the solid metal is 'capital.' ''

MEXICAN CARAVANS -- We have inquired of a Mex ican gentleman, whether the regular conducta de platas (money caravan) for Vera Cruz is now restored : he answered in the affirmative, and that it sets out monthly; but in extraordinary cases, where foreign or native merchants solicit extra convoys, the

government sometimes complies, sometimes refuses.
The roads are not yet Macadamized over the mountains of Mexico; the advantage of wheel car riages is little known, and all is carried a mule-back in gauged loads, (cargas,) well packed directed by ar-rierse, or, as the Scotch would say, cadgers (carri-ers.) Before the revolution, which interrupted "extraction from the mines." and transmission of cargain of vanilla, silver, &c. &c. forty nine thousand mules used to leave Mexico in a single conducta for Vers Cruz, with an escort of four thousand troops. wonder that tourists have left us such pictures of the earayan; the harnessed mules (from custom) stopped with their acarejes for their load: in their descent of steep places, sliding on their posteriors; the authoritative tone of the guides, the magisterial din, or significant silence of the military escort .-- [New Orleans Bulletin.]

THE JEWS.-The London Courier of April 17th, remarks, that the masterly speech of Mr. Macauley last night, on the subject of the Emancipation of the Jews, produced a powerful effect upon the House .-

as foreigners, and then wonder that they have not all the feelings of natives—you draw a line of separa-tion, and then express astonishment that they do not mingle with you—you will not allow them to possess on acre of land, and yet complain that they devote themselves exclusively to trade—you debar them from all exertion of honorable ambition, and then reproach them for taking refuge in the arts of avarice —in fine, you have for ages subjected them to every species of injustice, and then you condemn them for resorting to what is the natural resources of the weak against overwhelming power, artifice and cunning.

LONDON UNIVERSITY .-- From an editorial article in the London Medical Gazette, we learn that the affairs of this institution are in the most deplorable condition. By a report of the council it is admitted that the University is now insolvent. The following is an extract from the medical journal refer. red to.

"To feel any thing like exultation or satisfaction at the present deplorable state of the University, we should hold to be utterly unworthy of us; but, we repeat, we feel no surprize at that state. looked calmly at some of its late proceedings; we could, in short, augur what has happened. But our deductions, we confess, have fallen considerably short of the facts. We did not anticipate so speedy and so astounding an appeal to the proprietary. did not expect so soon to read a report announcing the approach of actual bankruptcy-stating distinctly, the approach of actual bankruptcy—stating distinctly, that at the end of the present session the place will be £4,000 sterling in debt, and that it will be impossible to proceed without an immediate subsidy of £1.000. The council, in fact, in their report, which we have seen, stated that unless they can raise this thousand pounds by subscription, they will be unable to open next session. The London University pays its avances by the receipt of a proportion of the its expenses by the receipt of a proportion of the of the fees of the students; and the deficit has arisen from the great falling off in the number of pupils. When Professor Pattison was connected with the Institution, there were about 700 students in attendance; and in the present report it is stated that the whole number was only 282 pupils.

THE COTTON TRADE.—In France, in 1831, the cotton spun was 74,000,000 lbs. besides the British yarn smuggled through Flanders. In Alsace, power looms are increasing fast. Average wages of spinners, 5s. 8d.; hours of labor 12 to 14 hours. In Switzerland, in 1831, the cotton spun was 18,816,000 lbs.: No. 49 costs 14 1-2d. when cotton is 8d. 3.5ths, wages, 4s. 5d.; wages in similar mills in Britain, 8s. 4d. In the Prussian and Rhenish Provinces, in 1830, the cotton spun was 7,000,000 lbs. Power looms have been profitably introduced. In Saxony cotton spinning is just commencing, and fast augmenting; in 1831 there was spun 1,200,000 lbs. of cotton; average wages, 3s. 6d. They spin as cheap as the British as high 38. 6d. They spin as cheap as the British as high as No. 50 warp, and No. 80 weft. In Lombardy, in 1831, the cotton spun was 4,000,000 lbs. In Austria it is fast advancing: in 1831, 12,000,000 lbs.; average wages, 3s. 9d. In India the new mill, 12 miles above Calcutta, works every day, 91 hours in the wask. The spinner managing one mule earns 1s. 9d.: week. The spinner managing one mule earns 1s. 9d.; his piecers (three in number) 9d. to 1s. each. No. 20 to No. 40. In the United States, in 1831, the cotton to No. 40. In the Unite spun was 77.550,000 lbs.

MISCELLANY.

JOHN RANDOLPH, OF ROANOKE. No. III.

"My knowledge of Ireland," said he to me of morning, "seems to astonish you as much as it did "Mr. Canning's servant at Washington, the other day. He brought me a note from his master-who by the way is a superior man, sir-and as soon as he spoke I at once recognised the brogue, and said to him,—' You're from Munster, are you not?'
'I am, plaise your honor,' replied he, astonished at
the question. 'From the county Clare I presume?'
'Yes sir,' said he, still more astonished. 'What "town did you come from ? 'The town of Ennis, is i,'.' 'Oh,' said I laughing, 'I know Ennis, 'vory well—pray does Sir Edward O'Brien still live "at Dromoland? 'He does indeed, air.' 'And Mr. Stackpool at Edenvale? 'And the Knight of Glin on the banks of the Shannon? 'Yes sir.' and "then after a pause and a low bow be said, 'Might
"I make bould to ax, sir, how long you lived in
"Clare? 'I never was in Europe,' said I, 'but
"I hope to be there soon.' 'Oh, sir, don't be afther The Hon. Gentleman thus summed up their case:—
"I hope to be there soon." Oh, sir, don't be efther "Mrs. Fry on Thursday next. No apology, how"You first generate vices, and then put them forward as a plea for persecution—you make England
"man, for you have the brogue, and you know as
but helf a country to the Jows, and then you wonder "much of the country as I do myself, and more too," tomed to dine in Virginia, and he has not yet been

"I'm thinking.' It was in vain that I assured him " I had never seen Ireland—he went away still insisting that I had lived there!"

No wonder poor Paddy should have been deceived. when we on board the ship, both English and Irish, were often made to blush by the superior local information that Mr. Randolph possessed, even of the very counties in which we were born!

He used to amuse himself with two Yorkshire pa sengers by speaking in the peculiar dialect of the "West Riding," and if they sometimes corrected any expressions, he would enter into a regular argument, and quote authorities -such as ballads, story books, old senge, &c., to prove that he was correct, and in most instances they had to confess that he was right. All this was done in the most perfect good humor, and it afforded us a vast deal of amuse-ment, for he would enter into those discussions with as much apparent zeal as if he were speaking on the Tariff bill in Congress!

One day I asked him who was his favorite candidate for the Presidency after Mr. Monroe's time would expire? "Why, Sir," replied he, "if it had not been for his wrong vote on the Missouri question, I should at once say Rufus King; he is the best man north of the Potomac, and a gentleman, too, of the old school; and best of all, sir, an honest man—rather a scarce article now among politicians. A sad mistake sir, he made, on that question; but he thought he was right, and I esteem him still, but he will not now do for President. The New England men, sir, would rob us of our patrimonial slaves and our patrimonial cake, and they are trying to obtain some of our patrimonial acres also; but it will not answer, sir. Old Virginia has some strength left yet, and we must

"therefore get a southern man for President!"
He was very free in expressing his opinions of all the great political characters, both living and dead and his satire was cutting. Sometimes he amused us by repeating parts of his speeches in Congress, on important subjects, especially on the late war and the Bankrupt Bill, both of which he opposed most violently. Once or twice during the voyage he lost his temper, but generally speaking he was in good humor, and full of spirits, and contributed greatly to our amusement. I regretted very much that we had to part in Liverpool, but we agreed to meet again

during the summer in London.

In the month of June business took me to London. and my father accompanied me. I immediately called at Randelph's lodgings, and was glad to find him in town. The next day I introduced him to my father, who was greatly pleased with him. In the course of our conversation he suddenly rose from his chair, and said in his most imposing manner "Sir, I have lately seen the greatest curiosity in London—aye, and in England too—compared to which, Westminster Abbey, the Tower, Somerset "House, Waterlaa Bridge, and Parliament itself, is sink into utter insignificance !—Yes, sir, I have seen Elizabeth Fry in Newgate, and have witness the miraculous effects of true Christianity upon the " most depraved of human beings bad women-"who are worse, if possible, than the Devil himself;
and yet Mrs. Fry has absolutely tamed them into
subjection, and they weep repentant tears whenever she addresses them. Nothing but religion could effect this; and what can be a greater mira-" cle than the conversion of a degraded woman, ta-"ken from the dregs of society;—and you must "also see this wonder. Come, sir, this is her "morning for visiting the prisoners, and we shall be just in time. I will introduce you, as she has

permitted me to bring my friends with me."
We immediately ordered a carriage and drove to Mrs. Fry's house, but found to our disappointment that the death of a relative had suddenly called her to the country.

Subsequently I had an opportunity of accompanying her to Newgate, and the scene which I there

saw fully justified Randolph's description of it.

Some time afterwards I dined with Mrs. Fry at
her country seat near London, and Mr. Randolph's name was mentioned at table. "He is a singular character," said one of her daughters to me; " we had quite an amusing note from him the other day, "My mother requested me to write a note of invi-"tation to dinner to him, and in it I apologized for

'naming so unfashionably early an hour as four 'o'clock. His reply was as follows:

"Mr. Randolph regrets that a prior engagement 'will deprive him of the pleasure of dining with "Mrs. Fry on Thursday next. No apology, how-ever, was necessary for the hour named in her Nights in June.

Whose light so gladsome shines aloft
That ev's the dew refrains from weeping,
And every breath that comes is soft
And pure as that of infants steeping,—
Nights, such as Eden's calm recall,
in its first ionely hour,—when all
So attent is, below, on high,
That if a star falls down the sky,
You almost think you hear it fall: NIGHTS IN JUNE.

Now in his palace of the West,
Sinking to slumber, the bright Day,
Like a tired monarch fana'd to rest,
'Mid the cool airs of evening lay;
While round his couch's golden rim
The gaudy clouds, like courtiers,
Struggling each other's sight to dim,
And catch his last smile ere he slept.

And catch his last smile ere he siept.

A PortRait.
And first, a dark-eyed nymph,—array'd
Like her, whom Art hath deathless made
Bright flona Lisa,—with that braid
Of hair across the brow, and one
Small gem that in the centre shone,—
With face, too, in its form resembling
Da Visci's beautics—the dark eyes
Now leads, as through crystal trembling,
New soft, as if sufus'd with tears.

MARRIAGES.

On Seturday morning last, by the Rev. Mr. Eastburn, Tharenn T. Payne, Eq. to Anna Elizabeth Pailey, all of this city.
On Monday morning, in Grace Church, by the Rev. Dr. Weinwright, Enward S. Gould, to Many E. Potter, eldest daughter of Corselius Dubois, Esq. all of this city.
Yesterday morning, 18 instant, by the Rev. Dr. Matthews, Jose Slooson, to Elizabeth, daughter of John Streward, Jr. Last evening, by the Rev. Dr. Wainwright, Mr. Simson Burler, of Northampton, Mass. to Mrs. Charlotte McNeill, of this city.
At Nassan, Remeelaer County, on the 13th inst., by the Rev. Sir. Tracy, Rosert Day, of the city of New York, to Eliza, daughter of Thomas Hoag, Eq. of the former place.

On Sainrian morning, Thomas Lyncu, aged 51 years, (of the run of Lynch & Clarke
This morning, in the 30th year of his age, Samuel Bard, son
f William Bard, Esq.
Wednesday morning, after a short but severe illness, in the 13th
oungest sampler of the late lienry McFarlan
Wednesday morning, after a short illness, Mr. James Blackrull, aged 40.

youngest daughter of the late Henry McFarlan Wodnesday morning, after a short lilnem, Mr. James Black-will, aged 40.
Wednesday, after a lingering illness, Michael Crawbuor, aged 44 years, son of Peter Crawbuck, deceased.
On Bunday evening, Ross W., infant son of R. W. Wood, aged 21 months and 9 days.
On Tuesday, Tworks S. Blauvell, Printer, in his 56th year. At Matteawan, Fishkill Landing, so Monday, 17th instant, in the 75th year of her age, Mrs. Margarer Schence, relict of Peter A. Schenck, formerly Surveyor of the port of New York. The death of this excellent lady has left a blank that will long sunsain in the circle in which she moved.
May 31st, on her passage from Mobile, where she had been for the benefit of her Bealth, Mrs. Mary Chnter, wife of Robert Center, Beq.

the benefit of her beatth, Mrs. MARY CHRYDR, WHO WARD COUNTY, BR.

In Marine Settlement, Madison County, Bl. of malignam Cholert, on the 17th ult. Moses Clark, aged 24. On the 20th, Captain Cardis Blakeman, aged 57. On the same day, Miss Bethena Blakeman, aged 15. On the same day, Mrs. Wood, a widow lady. On the 18ts, Mrs. Ethra Blakeman, relict of Capt. Blakeman, aged 38.

At New Orleans, May 99, of Cholers, Capt. George Rollins, aged 68 years, a native of Somersworth, N. H., and for many years a respectable citizen of the former place.

TO DIRECTORS OF RAILWAY COMPA-BIES AND OTHER WORKS.

LT-As Engineer lately from England, where he has been employed in the location and execution of the principal railways in that country, whose to engage with some company in the United States.

From his practical knowledge of the various kinds of motive power, both of stationary and locomotive engines, also the construction of railway tarriages of many descriptions, he has no death that he would prove of efficient service to any company having works new is progress.

Letters addressed to W. E. G. 35 Wall street, or to the care of Wm. & F. Jacques, 90 South street, will be punctually attended to. Most satisfactory reference can be given. milt if

PATEMY RAILEROAD, SHIP AND BOAT
SPIKES.

13 The Trey Iron and Kail Factory keep constantly for sale a very extensive associated of Wrunght Spikes and Kalls, feem 3 to 16 Inches. manufactured by the subscriber's Patent Machinery, which after five years successful speration and new almost universal use in the United States (as well as England, where she enheerther obtained a Patent,) are found superier to any ever effored in market.

Railread Companies may be supplied with Spikes having countersials heads suitable to the holes in iron rails, to any amount and on short notice. Almost all the Railreads now in irongeon in the United States are fastened with Spikes made at the above named factory—fer which purpose they are found invalcable, as their adhesion is more than double any common spikes made by the hammer.

12 All orders directed to the Agent, Trey, N. Y., will be practically attended to.

HENRY RURDEN, Agent.

Trev. N. Y. July, 1831.

HENRY BURDEN, Agent.

13 Spikes are kept for sale, at factory prices, by I. & J. Tewnsend, Albany, and the principal from Merchants in Albany and Troy; J. I. Brower, 228 Water street, New-Yerk; A. M. Jones, Philadelphia; T. Janviers, Baitimore; Degrand & Sincers and Surveyors.

E. H. Gill.L. (ivil Engineer. Fewmend, Albany, and the principal Iron Merchants in Albay and Tray; J. L. Brower, 222 Water street, New-Yerk: A. L. Jones, Philadelphia; T. Janviers, Baitimore; Degrand & Saltimore; Deg

RAILROAD CAR WHEELS AND BOXES, AND OTHER RAILROAD CASTINGS.

AND UILLE KAILRUAD CASTINUS.

The Also, AXLES furnished and flued to wheels complete at the Jefferson Cotton and Wool Machine Factory and Foundry. Paterson, N. J. All orders addressed to the subscriber at Paterson, or 60 Wall street, New-York, will be promptly attended to. Also, CAR SPRINGS.

ROGERS, KETCHUM & GROSVENOR.

IF GRACIE, PRIME & CO., offer for sais, at 92 TO GRACIE, PRIME & CO., offer for sale, at 223 froad street.

2 cases Gum Arabic
20 de. Danish Smalts, EFFF
20 de. Saxon do. de. Reduced Duty
100 bags Saltpetre
2 do. Gall'Auts; 30 tons Old Lead
100 de. Trieste Rags, FF
6 boxes each 50 lbs. Tartaric Acid
6 do. each 25 lbs. do. de.
1 case 50 bottles Syrop de Vinalgre
10 cases White Hermitage; 30 do. Code Rotle
10 do. Dry St. Persy: 50 do. Bordeaux Grave
20 do Chateau Grille; 5 cases each 12 bottles Olives in Oil
8 bales Fine Velvet Bottle Corks
100 do. Bourton Cloves
20 do. Molders Almonde
143 bundles Liquorice Root
4 bales Goat Skins
1 cask Red Copper, 1 do. Yellow do.
DRY GOODS BY THE PACKAGE.

1 cask Red Copper, 1 do. Yellow do.
DRY GOODS BY THE PACKAGE.

10 cases light and dark ground Prints

40 do. 3-4 and 6-4 colored and black Merinos

15 do. 6-8 colored and black Circassians

2 do. Rik Bandannas, black and colored

4 do. Lalian Lustrings

3 do. White Sattoens

4 do. White Sattoens

10 do. Super high col'd Madras Hdkis, ent. to debenture

100 places Fine English Sheetings, for city trade

3 cases Cantoon Cords

2 do. Super bith col'd Madras Hdkis, ent. to debenture

100 places Fine English Sheetings, for city trade

3 cases Cantoon Cords

2 do. Super bitue, black, and colored Cloths—selected expressly for Mershant Tailors

25 bales low priced poin Blankets.

PAPER—

PAPER—
IMPERIAL AND ROYAL—From the celebrated Saugertie
Mills, of the following sizes, all put up with 490 perfect sheet each ream

ing that description of paper.

ALSO,
Chinese Celored Paper—for Labels, Perfumery, &c.

à cases each 1600 Sheets Colored Paper

3 do do do do superfine
do do g. do do

Sheete Colored Paper
do do do superfine
do fig. do do
do plain Solid do
do plain Silver do
de Silver do with rod figures
do Gold do
do Red do Gold do
do White do Silver do, do do do do do do do do do do do

ENGINEERING AND SURVEYING INSTRUMENTS.

INSTRUMENTS.

The subscriber manufactures all kinds of lostruments in his profession, warranted equal, if not superior, in principles of construction and workmanship to any imported or manufactured in the United States; soveral of which are entirely see: among which are an Improved Compass, with a Telescope attached, by which angles can be taken with cr without the use of the needle, with perfect accuracy—also, a Railroad Goulomster, with two Telescopes—and a Levelling Instrument, with a Conlometer attached, particularly adapted & Railroad purposes.

Mathematical Instrument Maker, No. 9 Dock street, Philiadelphia.

The following recommendations are respectfully submit to Engineers, Surveyors, and others interested

Baltimore, 1839. In reply to thy inquiries respecting the instruments manu factared by thee, now in use or the Battimore and Ohio Rail read. I cheerfully farnish thee with the following information. The whole aumber of Levels now in possession of the department of construction of thy make is seven. The whole number of the "Improved Compass" is eight. These are all exclusive of the number in the service of the Engineer and Graduatto. Description:

ituation of the number in the wavened.

Both Levels and Compasses are in good repair. They have Both Levels and Compasses are in good repair. They have a fact needed but little repairs, except from accadents to which it instruments of the kind are liable.

I have found that thy patterns for the levels and compasses have been preferred by my assistant generally, to any others in use, and the Improved Compass is superior to any other description of Goslometer that we have yet tried in laying the raise

cription of Gualometer that we have yet the unit in this Read.

This instrument, more recently impreved with a reversing telescope, in place of the vane sights, leaves the engineer scarcely any thing to desire in the formation or convenience of the Compass. It is indeed the most completely adapted to later at angles of any simple and cheep instrument that I have yet seen, and I cannot but believe it will be preferred to all other now in use for laying of rails—and in fact, when known, I think it will be as highly appreciated for common surveying.

Respectfully thy friend,

JAMES P. STABLER, Superintendant of Construction of Baltimore and Ohio Railroad.

Philadelphia, February, 1838.

Philipdelphia, February, 1883.

Philipdelphia, February, 1883.

Having for the last two years made constant use of Mr Young's "Patent Improved Compase." I can safely say I be iteles it to be much superior to any other instrument of the kind wow in use, and as such most cheerfully recommend it to Estimate and Surveyors.

E. H. GILL, Civil Engineer.

NOVELTY WORKS.

Near Dry Dock, New-York.

Mear Dry Dock, New-York.

Thomas B. STILLMAN, Manufacturer of Steam
Engines, Boilers, Railroad and Mill Work. Lathes, Presses,
and other Machinery. Also, Dr. Nett's Patent Tabular Boilers, which are warranted, for safety and economy, to be superior to any thing of the kind heratofor used. The fullest assurance is given that work shall be done well, and on reasonable terms. A share of public patronage is respectfully solicited.

The State of Patronage is respectfully mails

TOWNSEND & DURFEE, of Palmyra, Manufacturers of Railroad Rope, having removed their establishment to Hudson, under the rame of Durfee & May, offer to supply Rope of any required length (without splice) for inclined planes of Railroads at the shortest notice, and deliver them in any of the principal cities in the United States. As to the quality of Rope, the public are referred to J. B. Jervis, Eag. M. & H. R. R. Co., Albany: or James Archibald. Engineer Hudson and Dolaware Canal and Railroad Company, Carbondale, Luzerne county, Pennsylvania.

Hudson, Columbia county, New-York, January 29, 1832.

SURVEYORS' INSTRUMENTS.

Compasses of various sizes and of superior quality.

Leveling Instruments, large and small eizes, with high mag-nifying powers with glasses made by Troughton, together with a large assortment of Engineering Instruments, manufactured and sold by E. & G. W. BLUNT, 154 Water street, 121 & March 1981 (1982) corner of Maideniane.



INSTRUMENTS.

INSTRUMENTS.

SURVEYING AND NAUTICAL INSTRUMENT

MANUFACTORY.

The EWIN & HEARTTE, at the sign of the Quadrant, No. 53 South streat, one door north of the Union Hotel, Baktmore, beg leave to inform their friends and the public, especially Engineers, that they continue to manufacture to order and keep for sale every description of Instruments in the above branches, which they can furnish at the shortest notice, and on fair terms. Instruments repaired with care and promptitude.

For proof of the high estimation on which their Surveying Instruments are held, they respectfully beg leave to tender to the public perusal, the following cardificates from gentlemen of distinguished scientific attainments.

To Ewin & Heatte.—Agreeably to your request made some months since, i now offer you my opinion of the instruments made at your establishment, for the Bakimore and Otio Balifeaul Company. This opinion would have been given at a much earlier period, but was intentionally delayed, in order to afford a longer time for the trial of the Instruments, so that I could speak with the greater confidence of their merits, if such they should be found to possess.

It is with much pleasure I can now state that notwithstanding the instruments in the service procured from our northers cities are considered good, I have a decised preference for those manufactured by ou. Of the whole number manufactured for the Department of Construction, to wit: five Levels, and five of the Compasses, not one has required any repairs within the last twelve mouths, except from the occasional imperiection of a screw, or from accidents, to which all instruments are liable They possess a firmess and stability, and at the same time a neatness and beauty of execution, which raffect much credit on the arists engaged in their construction.

I can with confidence recommend them as being worthy the notice of Companies engaged in Internal Improvements, who may require Instruments of auperior workmanship.

Superintendent of Construction of the Baltimore and Ohio R

Railroad.

I have examined with care several Engineers instruments of your Manufacture, particularly Spirit levels, and Surveyor's Compasses; and take pleasure in expressing my opinion of the excellence of the workmanship. The parts of the levels appeared well proportioned to secure facility in use, and accuracy and permanency in adjustments.

These instruments seemed to me to possess all the modera improvement of construction, of which so many have been made within those few years; and I have no doubt but they will give every satisfaction when used in the field.

WILLIAM HOWARD, U. S. Civil Engineer.

WILLIAM HOWARD, U. S. Civil Engineer.

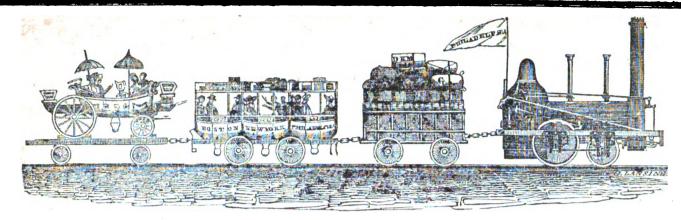
Baltimore, May 1st, 1833

To Messrs Ewin'and Heartte—As you have asked me to give my upinion of the merits of those instruments of your manulacture which I have either used or examined, I chearfully state that as far as my opportentities of my becoming aquainted with their qualities have gone. I have great reason to think well of the skill displayed in their construction. The neatness eitheir workmanship has been the subject of frequent remark by myself, and of the accuracy of their performance I have received satisfactory assurance from others, whose opinion I respect, and who have had them for a considerable time in use. The efforts you have made slose your establishment in this city, to relieve us of the uncessity of sending elsewhere for what we may want in our line, deserve the unqualified approbation and our warm encouragement. Wishing you all the success which your enterprize so well merits, I remain, yours, &c.

B. H. LATROBE,

Civil Engineer in the service of the Baltimore and Ohio Railrossented them.

A number of other letters are in our possession and might be introduced, but are too lengthy. We should be happy to submit them upon application, to any persons desirous of persons ling the same.



RAILROAD JOURNAL, ADVOCATE AND OF INTERNAL

PUBLISHED WEEKLY, AT No. 35 WALL STREIT, NEW-YORK, AT THREE DOLLARS PER ANNUM, PAYABLE IN ADVANCE.

D. K. MINOR, EDITOR.]

SATURDAY, JUNE 29, 1833.

[VOLUME II.—No. 26.

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Annual Report of the Military Academy at Westpoint 408

AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, JUNE 20, 1833.

NEW-YORK AND ERIE RAILROAD .- In our last we called the attention of our readers to the above subject, as to one of much importance to this city,-and with the same view, we have again devoted a large space to the same purpose.

The extract of a letter relative to the intention of our neighbors to "tap" the State of New-York at Owego, published last week, must necessarily awaken those interested in the early construction of the New-York and Eric Railroad to the importance of immediate action -unless they are willing to see a large share of the business of New-York diverted to Philadelphia and Baltimore, whose citizens are actively alive to whatever tends to promote their own and the general prosperity. We shall find that, whilst we are contemplating, unmoved, their success and enterprize, the vaunted superiority of our Internal Improvements will prove so only in imagination.

Of the immense advantages derived by those in the vicinity of the Erie Canal, it is unnecessary to speak-they are well understood by all.

and in a great measure beyond its favorable influence, after having contributed to its early success, and waited patiently until it has nearly paid for itself, with great propriety claim their both freight and passengers. May we not, of the most the country. right to have an improved mode of conveyance then, construct a road for the same, or a less for the produce of their soil to market? May cost, which will give us a ready access to the maica, and to Rockaway, will be ornamented they not claim equal—they ask no more—privileges with their northern neighbors, on, and habitants of a large section of the State an easy line hat weether on second of the see breezes. near the lines of 500 miles of Canal? If they are entitled to equal privileges, then may they are entitled to equal privileges, then may they are entitled to construct a Railroad least worth making, and we are fully convinced stead (L. I.) Inquirer.]

although they would like to have the State take a part of the Stock. They do ask, however, the privilege of constructing a Railroad for themselves: with which view they propose to open books, in a few days, to receive Subscriptions to the Stock, and therefore we lay before our readers an outline of the country, with a delineation of the principal lines of communication between the Atlantic and the Western Waters. Accompanying it will also be found some suggestions relative to the plan proposed to be adopted in its construction.

> We have had some doubts, heretofore, as to the most judicious mode of constructing the first track of this road-but, from recent accounts of the success of the cheap mode of constructing the South Carolina Railroad, we hesitate not to say that we are decidedly in favor of constructing a single track, with suitable turn-outs, of wood. By adopting this mode, a road may be built that will last many years, at about 6 or \$7000 per mile, which will accommodate the present necessities of the inhabi- to Mr. Boyden, upon the subject of the Guard tants, and enable the Company hereafter to construct a permanent road at about two-thirds the long documents which have so entirely preof the present cost, and with such improve- occupied our columns for several weeks past, ments as may be introduced in the mode of and of which we have others still on hand. construction. Such a road can be completed at a much earlier period than one constructed of heavy materials—a consideration of much importance to those who are most interested in happy to learn that this road is about to be its construction; and, upon it may be used commenced, and completed with all possible either horse or steam power, as may be deemed most expedient.

That steam power may be used with great advantage, we have good evidence in the experiments made upon the South Carolina Rail. Jamaica, between 11 and 12 miles. The comroad, which, when completed, will have cost, pany are compelled by their charter to pur-May not those, then, living remote from it, including 18 locomotives, 108 freight and 12 repairs, will amount to \$50,000, making in the passenger cars, not exceeding \$7200 per mile, whole \$160,000. It is in contemplation to and upon which the distance of 140 miles per day is now performed with great ease, with both freight and passengers. May we not,

for them? This, however, they do not claim: ||that an investment in such a road will be found both profitable and patriotic.

> NEW-YORK AND ALBANY RAILROAD.-We have before us a pamphlet containing a mass of facts, showing the feasibility and importance of this Railroad. Our columns, however, were occupied with other matter before it came to hand—so much so, indeed, that we have barely space to acknowledge its receipt, and say that it will receive proper attention in our next. We would, however, call attention to the advertisement in some of the daily papers, relative to the opening of the books of subscription in this city, Dutchess County, and Albany, on the - of July.

> We have been politely furnished with late Reports of the Boards of Directors of the Boston and Providence and South Carolina Railroad Companies, both of which will receive an carly notice.

> An apology is due from us for having so long delayed Mr. Bulkley's communication in reply Rail; it will, however, we trust, be found in We shall give it a place at as early a period as possible.

Brooklyn and Jamaica Railroad.—We are despatch, probably by the first of June 1834. The stock has been all subscribed, and four routes surveyed, by Mr. Douglass. The whole cost of the road is estimated at about \$110,000 for a single track-distance from Brooklyn to be completed, the line from Brooklyn to Ja-

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Railroad and Transportation Compuny, exhibiting the past operations, present situation, and future prospects of the Company.

Prepared by order of the Board of Directors. [Continued from page 387.]

It may be objected to the calculation above submitted, that Railroads cannot compete with steamboats, where there is a water as well as land communication. Although there may possibly be places so situated as to render it doubtful, until the experiment shall have been actually made, whether Railroads can successfully compete with steamboats, still the Committee believe, that no reasonable doubt can be raised in the present case to vary unfavorably the results to which they have arrived. Few roads can so well compete with steamboats as this. In the first place, the road is graded nearly to a level, twenty-six feet to the mile being the highest elevation allowed; while much the largest portion of the road does not rise even to this grade. In the next place, the road is principally composed of straight lines, there being but two curves on the whole route, of a less radius than 1000 feet, and these not difficult: consequently there can be no obstacle in the way of using steam engines as the moving power on the road, or of travelling at the fastest rate, that experience has shown to be safe on Railroads that are straight, and nearly level. Even the Camden and Amboy road, excellent as that work undoubtedly is, has curves and an elevation to overcome which are inconvenient. From the nature of the ground near South Amboy, an elevation of 45 feet to the mile, and frequent curves for some miles, were inevitable. The distance between Newark and New-York by water is 27 miles, requiring at least two hours for each trip of a good boat. By land the distance is less than 8 miles, and can be passed on the Railroad in from 20 to 30 minutes; the stages require at least an hour to perform the passage. The prices by the Railroad being less than by stages, and about the same as by the steamboat, there can be an experience of the same as by the steamboat, there can be an experience of the same as by the steamboat, there can be a same as by the steamboat, there is no same as the same as by the steamboat, there is no same as the same as by the steamboat, there is no same as the sa doubt which mode of transportation will receive the public patronage. In the transportation of light merchandize between the places last named, the Railroad will successfully compete with the steamboat and sloops, as common waggons are now preferred to the boats for carrying many articles. As the price of transporta-tion can be greatly reduced below the actual cost of transportation on waggons, it follows that the Railroad Company will carry the light merchandize, and much of the heavier kinds.

The Railroad has a decided advantage over the steamboat plying between New-York and Elizabethtown Point. The Railroad is located through the town of Elizabeth, while the steamboat must stop at the Point, which is about two miles from the town. Passengers for New-York must be transported that distance in stages before they reach the boat, over a road which for a considerable part of the year is bad. It requires at least an hour and a half for the passage from Elizabethtown to New-York by stages and the steamboat, and frequently much longer, while passengers may for the same price, by the Railroad, be landed in New-York in less than an hour. From this view of the subject, it would appear to be perfectly reasonable to calculate upon carrying all the passengers from and to Elizabethtown, instead of one half, as has been estimated.

No competition with the Railroad from any other mode of conveyance between New-York and Rahway need be apprehended. The calculation of the income to the road from New Brunswick is based upon the supposition that the railroad will carry half of the passengers and one-fourth of the merchandize. The point however is not conceded, that steamboats and sloops

Circular to the Stockholders of the New-Jersey ||ed in two hours. Now, as the prices are the ||could be effected in six hours, and would always same, and nearly half the time saved to the man of business, no reason is perceived why the railroad will not receive a decided preference in the transportation of passengers. It will be recollected too, that, for a considerable portion of the winter months, the river at New-Brunswick is obstructed with ice, during which period the Railroad will be without competition.

If the railroad can successfully compete with the boats between New-York and New-Brunswick, and it appears to be perfectly reasonable to conclude that it can, it follows as a necessary consequence, that a considerable portion of the travelling between New-York and Philadelphia, not included in the foregoing estimate, will take the New-Jersey Railroad. The condition upon the New-Jersey Railroad. The condition upon which the privileges conferred on the Camden and Amboy Railroad, in the supplement to their charter, passed in 1832, is, that they shall have a branch of their road completed from the city of New-Brunswick to some point on their line, at or west of Spotswood, as soon as the New Jersey Railroad shall be built to New-Bruns Should the Camden and Amboy Railroad Company neglect to construct this branch at the time specified, they would unquestionably forfeit the exclusive privileges conferred by the supplement: consequently, whenever the New-Jersey Railroad shall be completed to New-Brunswick, the line of communication by land on railroads will be extended from New-York to Bordentown, if not to Camden. The time required to run the boat between New-York and Amboy is about two hours, and frequently more; while the longest time required by the railroad to run to New-Brunswick will never exceed two hours. It will not require so long a time to pass from New-Brunswick to Spots wood on the branch, as from Amboy to that place on the main line, the distance being about four miles shorter, and the elevation and many of the worst curves on that road, near Amboy, will thereby be avoided. As no higher prices will be charged to passengers by way of New-Brunswick, than by way of Amboy, no reason can be assigned why this railroad will not receive a full share of the travellers and business delphia be carried on this road, the other line of communication will still continue to be well supported. There is, at this time, business enough between the cities just named to sustain two lines of conveyance. And whenever a fair competition exists, and the prices of transportation are brought down to their lowest reasonable rate, the increase of business more than compensates for the loss to either line, by dividing the business. It is true that the Camden and Amboy Railroad Company may charge \$2 50 on every passenger on their road from Camden to New-Brunswick, and thus prevent the joint use of their road west of Spotswood, still it does not follow that because power is vested in the hands of fair and honorable men, that it will therefore be abused. But take the worst state of the case for this road: suppose the Camden and Amboy Railroad Conpany should exact the whole amount allowed by law for each passenger, a case which the Committee believe will never occur, what will be the result to them and to us? It has been shown that the distance between New-York and New-Brunswick can be passed in an hour and a half. The Philadelphia and Trenton Railroad will be completed as soon as, or before, the New-Jersey Railroad can be finished to New-Bruns-wick, and can always be passed in an hour and a half. There will then remain but twenty-six miles of common turnpike road to pass, in the whole line from New-York to Philadelphia, and a good line of stages will run over this space in from two and a half to three hours. Should

be passed in less than seven hours, and at prices which would secure a large portion of the travel. Thus it appears to the Committee, that in any event the calculations of carrying a part of the New-York and Philadelphia passengers on this road are rendered certain.

The New-Jersey Railroad possesses great advantages from the fact that there is not only an immense amount of transportation passing in a direct line from one extremity of the road to the other, but that there are new sources of revenue springing up on the whole line of the road. The Somerville Railroad will intersect this road at or south of Elizabethtown. By a supplement to the charter of the last-named Company, passed at the last session of the Legisla-ture, their road was extended from Somerville to Easton and Belvidere. From surveys already made for the Susquehannah and Delaware Railroad Company, by Major Beach, it appears that their road may be constructed along the west shore of the Delaware, from Easton or Belvidere, to the Water Gap, and thence across the country to Pittston, on the Susquehannah, the Lackawana Coal region, at an expense which would have justified the undertaking, even before the New-Jersey Railroad was chartered, or the Somerville Railroad extended to the Delaware. It is the opinion of competent judges, that no better route could be selected for the line of a road extending from New-York to Lake Erie, than that of the road just named. with a proper extension from Pittston to some suitable point on the Lake. It is not necessary at this time to decide whether such exten-sion will ever be made, in order to show the immense advantages that will result to the New-Jersey Railroad, from the business that may be done on the Somerville and the Susquehannah and Delaware roads, or even on the Somerville road alone. This last road runs through a rich agricultural country, the produce and business of which, in the opinion of persons acquainted with the subject, would yield an ample revenue to the road, independent of the business that would meet it at the Delaware. It is believed that coal might be transported on this road, so between the great cities. Should a portion of the sto compete successfully with other modes of the travelling between New-York and Phila transportation. As the Somerville Railroad will intersect the New-Jersey Railroad at least thirteen, and probably eighteen or twenty miles from Jersey Ci'y, it follows that the latter will be greatly benefitted by the construction of the former road. The only question that remains is, whether the Somerville road will be made. If entire feasibility and a reasonable prospect of profit can furnish sufficient inducements, it certainly will.

There is another advantage possessed by the New-Jersey Railroad and Transportation Company, of which few other Companies can boast. Their road is located through a region of country teeming with an agricultural, mechanical, and manufacturing population. The towns through and in the neighborhood of which it passes, as well as the interior of the country depending upon it, are increasing in population and business with astonishing rapidity. In 1820, the population of Newark was 6,507; in 1830, 10,953; and it unquestionably is, at this time, 15,000. The mechanical and manufacturing business of this place has more than kept pace with its population. The manufactured articles made in this town, for exportation, amount, according to the opinion of those engaged in manufacturing, to \$3,000,000 annually, and are principally transported to New-York on common waggons. It is believed, in Newark, that the manufacturing business of the town has doubled in five years, and there is every reason to anticipate, that the same ratio of increase to the business and population of the town, which has been witnessed during the will carry the passengers or merchandize even in that proportion. It requires from three and a half to four hours for the passage of a good boat, between New-York and New-Brunswick. On the Railroad the passage may be effected in an hour and a half, and will always be perform.

\$1317, and during the last year, \$1591. But a stronger proof still is furnished by comparing the number of passengers carried between that place and New-York a few years ago, and the number that pass at this time. The only public accommodation for travellers seven or eight years ago were four or five small two-horse stages, owned and driven by colored men, not carrying more than seventy or eighty passen-Now there are eight large fourgers a day. horse coaches in the winter, and ten in the summer, making two trips a day, and carrying about two hundred passengers each way daily. The great increase of travelling may be owing, in some measure, to the greater frequency certainty, and comfort, afforded to travellers by the coaches put upon the road by the Messrs. Stevens and Mr. Colden. If increased facilities for communication between Newark and New-York are furnished, it is believed that the business will be proportionably augmented. The proximity of this town to New-York, enabling the manufacturer to avail himself of all the advantages of buying and selling at the head of the market, and also affording facilities to the merchant from distant parts of the country trading in New-York, to visit the manufacturing establishments in Newark, without interfering with his daily avocations while in the city, will present sufficient inducements to men of business to travel this road frequently

Much that has been said of Newark will also ap ply to Elizabethtown, Rahway, and New-Bruns. wick. They are all flourishing towns, rapidly increasing in population and business, and will constantly augment the income of this road.

The populous counties of Essex, Morris and Warren, and parts of Sussex, Hunterdon and Somerset, lie west of the line of this road, and find an outlet to the city of New-York for their favor of such a thoroughfare; the population, surplus productions over some part of its trade, and wealth of this city, and of this and the They are already studded with flourishing villages and manufacturing establishments; and possessing great agricultural and mineral wealth, and immense water power, they will constantly add to the revenue of the work.

The Committee cannot conclude without pre senting another view of this subject. They consider this work as one of immense national importance. There is a line of inland communication by Railroads in a course of construction, from the city of Boston, over a great por-tion of the line, to the city of Washington; and there can be no doubt that when the advantages of an easy, safe, and vastly accelerated mode of transportation by land shall be established on extensive portions of this line, that national pride, or at least considerations of mutual interest, will induce all who are concerned to unite in perfecting the whole line by the best practicable route. Nor should it be forgotten that in the construction of any link in this great chain, it is destined to be extended through the Southern States, and finally to New-Orleans. The Baltimore and Ohio Railroad is calculated to connect the great Western Valley with the Atlantic States, and thus extend the benefits of these improvements throughout the country. For the transportation of the mail, and the car rying of passengers, no means yet discovered can be compared to Railroads. Their permanency during all seasons of the year, while other channels of communication are liable to frequent obstruction, and the certainty with which travellers can calculate on passing from place to place, will secure to them an unfailing succession of business. Nothing can tend more to perpetuate our inestimable Union than to bring the people of distant States frequently together, by means of improved channels of communication. In time of peace, such an im-provement as this company is engaged in con-tions to be crossed, nor any formidable eleva-tions to be overcome. structing is of great importance to the community: in time of war, its value would be absolutely incalculable. By means of such a road running through the several States, a much which country no considerable impediments ocsmaller body of men could guard a more extended frontier or coast, as upon a threatened ware counties will be more difficult. From the withstanding that the necessary expenditure attack the whole force could be precipitated up. Susquehanna westward, the route for about 120 may be even more certain to be safe and pro-

prevent the disasters of invasion, or effect the

objects of attack.

carrying forward the enterprize they have in most uneven abound with the necessary mahand, with the utmost despatch that a careful terials of stone and timber. and prudent expenditure of their means will admit. The prospect of a certain and spool, return for funds invested in such a work is a The prospect of a certain and speedy sufficient incentive to the capitalists to go forward. If other inducements were wanted, they are found in the vast benefits to be conferred on the State through which the road is located, and the nation at large.

JOHN S. DARCY, Committee. THOMAS SALTER, A. W. Corey.

Considerations on the subject of the New-York and Erie Railroad.

The attention of the public and of the legisla ture has for several years been directed to the subject of opening a state road, or other medium of communication, direct from this city to Lake Erie, through the southern counties of this state.

The importance of such an avenue to a large portion of the state, and to the trade and inter-course between this city and the western country, especially in the winter months, has long been felt; the subject has been repeatedly presented to the legislature in executive messages, and surveys and estimates for a public road over the whole distance were made, by the direction of that body, at the expense of the state, nearly

ten years ago.

Since that period every succeeding year has added to the force of all the considerations in western states, and the intercourse between this port and the region of the Lakes, have been vastly augmented; and the necessity of greater facilities for constant and rapid communication throughout the whole year have become more and more evident, especially since the means of such communication have been in progress on several more southerly routes, between the waters of the Atlantic and the Ohio river.

In April, 1832, the legislature, of this state, chartered the "New-York and Erie Railroad Company," for the purpose of constructing a railway from this city to Lake Erie, through the southern counties of this state.

The route prescribed in the charter of this company connects this city with the remote interior, the eastern with the western states, and the Atlantic with the Lakes, by the most direct and shortest practicable line attainable from any point; the whole distance being but little greater than that from Albany to Buffalo. Of this distance about one hundred and fifty miles are adjacent to the Delaware, Susquellanna and Tioga rivers; beyond which the route crosses the waters of the Genesee, the Allegany, and several less important streams. It likewise intersects the Delaware and Hudson canal, and passes near the southern termination of the Chemung canal, the Chenango canal now about to be constructed, and the Ithaca and Owego railroad, and terminates on a portion of Lake Erie which is liable to little obstruction from icc, and from which communications, now open and in progress to the Ohio river, and to all the western states, are easily accessible.

Generally, the face of the country to be traver-sed is favorable to the object. Unlike the more southerly routes from the Atlantic to the west, there are on this no extensive ranges of moun-

From a point a few miles west from Hudson river, a valley through the Highlands affords an easy progress into Orange county, within

were \$871, while from 1829 to 1833 they were on any point with incredible velocity, and thus miles is nearly level; and thence to the Lakes no discouraging obstacles exist.

As a whole, the line prescribed presents In conclusion, the Committee respectfully many advantages for the construction of a railurge upon the Company the importance of road; those portions of it especially which are

> From the preceding observations, it will be apparent that the proposed railway will furnish the shortest and cheapest medium of communication with this city, from an immense extent of country on its right and left, and from the regions beyond its western limit.

> It is distant from any other eligible route, on either side, for travel or transport to the Lakes or to the Ohio river. It will afford the readiest passage to this city from the whole of the western portion of this state—from Cincinnati and Pitts-burg, by steamboat on the Ohio and Allegany rivers, and from the western states by the Lakes. the Ohio and Indiana canals, and over land.

> A glance at the map will at once indicate the importance of the route to this city, to the country through which it passes, and to the states and territories of the west. Its importance to this city is too obvious to need any illustration. It passes through a country remarkable for its healthfulness, and adapted to the support of a dense population; but as yet favored with no cligible means of transporting its products to market. As a medium of communication with the western states, both in summer and winter, it can have no rival.

If it be considered that, from the nature of the country, no other route can be found possessing the advantages of this, and terminating south of the Highlands, and that this will accommodate throughout the year the vast and rapidly increasing travel and transport between this part of the Atlantic border and the west, and will supply the facilities now wanting to the trade and intercourse of this city with the Lakes and the valley of the Mississippi, there can be no extravagance in the opinion that the proposed railway would be altogether the most important and most productive thoroughfare from the coast to the interior in any part of the country. This opinion is confirmed by every view of the sub-ject: whether we consider the business and relations of the commercial capital from which the route proceeds, the points with which it is connected, or the countries beyond its termination; whether we consider the question of economy of time and expense involved in the travel and transport between this city and every part of the western interior and the lakes, or whether we regard the present amount of trade and intercourse to be accommodated, or that which a few years would exhibit with a railway requiring 30 or 40 hours only for the passage hence to Lake Erie.

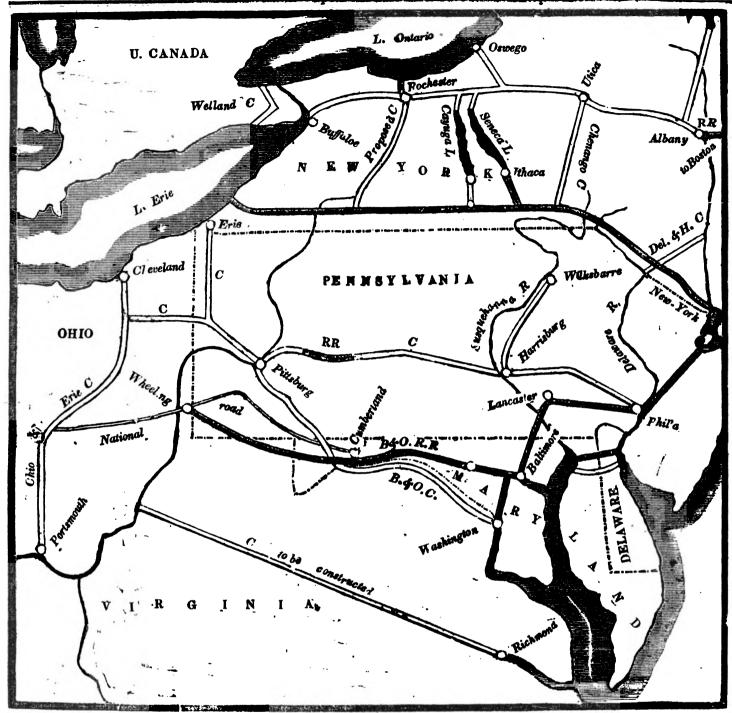
If a railroad from any point on the Atlantic to the western interior is required for the accommodation of the public, it would seem to be sufficiently apparent that this will have advantages which must give it a precedence over any other.

But however obvious, unquestionable, and mmense may be the advantages and benefits of such a thoroughfare to the public, it is necessary to consider whether it would, at the same time, be advantageous to its proprietors—whether it would constitute a safe and productive investment.

There need be no hesitation in saying, that if any similar work from any other point on tide water to the west is safe and desirable to the stockholders, this would assuredly prove so: and if events hitherto have, as is known to be the ease, fully justified the confidence in which some similar works were undertaken several years ago, particularly that of the Baltimore and Ohio Railroad, there can be no temerity in un-

dertaking the work now under consideration.

But, though the object in view cannot be of greater moment to any other city than to this; and though every consideration in favor of such a route bears with at least as much force upon this community as upon any other; and not-



ductive as an investment, than in any other similar work: still there may be a doubt, whether so large an expenditure per mile at the onset, as has taken place in some works of this nature, can be immediately productive on a route of such extent as that now proposed.
It therefore seems necessary, before subscrip

tions to the stock of this company are solicited, to consider in what manner the work may be undertaken, and the capital first subscribed be laid out, so as to insure the highest degree of safety and advantage to the stockholders.

Railroads are constructed either for the us of steam or of animal power. The cost of a road for steam power must, unavoidably, be far greater, even on a level route, than is required for the use of animals; and on a route present-ing numerous though moderate inequalities of surface, may be as three or four to one. difference arises from the necessity of far greater strength and solidity in the one case than in the other, and of approximating more nearly to a level, by excavations and embankments

Could a single railway of sufficient strength and solidity be constructed on this route, in such a manner as to be used with advantage

of dollars, no one perhaps would for a moment doubt of the safety or productiveness of the investment. Such a railway, it is believed, can be constructed from the Hudson to Lake Erie, at a less cost than the sum mentioned, and so as to secure the great natural and commercial advantages of the route.

A railway on the plan now intimated, would open the desired communication between this city and the western interior; would furnish facilities for travel and transport, especially in the winter, incalculably superior to any which now exist; would be adequate to the wants of the public, at least for a period, and would be of great value in relation to the construction of additional tracks, whether for the use of horses or of steam, whenever it became expedient to lay them.

Proceeding, therefore, on the admitted and obvious importance of opening such a com-munication, and waiving, as unnecessary, any attempt to estimate the probable amount of travel and transportation on this route, its advantages to the trade of this city, or the minor benefits to the citizens, of fuel, and other arti- dered that a railway for horses on the route in cles of consumption to be conveyed on it, espe-

gate expenditure not exceeding three millions || tions in favor of constructing the first track of the proposed railway, on a scale proper for the use of animal power only, will here be briefly presented.

The charter, it is to be observed, requires that a singe track of railway shall be completed and used throughout the whole distance, before any portion of a second track shall be laid.

in order to realize the peculiar advantages of a road for steam, the travel and transport ought to be not only very great, but to be nearly uniform in amount from week to week throughout the year; otherwise the preparations and power occasionally required would constitute an excess for the rest of the time; and the expenses of attendance and preparation necessary in the most busy periods would be out of proportion, Whereas, and occasion loss at other seasons. with horses and carriages, furnished by those occupying the road, no such disadvantages would occur.

It is doubtless true, that on railways designed for the use of steam, heavier loads may be drawn, and greater speed attained, than on those for animal power. But it is to be consiview would be as much superior, in both these and economy by animal power, for an aggre- cially in the winter season, some considers- respects, to any existing or probable means o

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animal power.

It is understood to be the opinion of some engineers, that such a use of horses by the inhabitants, on a railroad, as is here intimated, would be attended by many difficulties; others, however, do not deem such use liable to very great objections, provided the turnouts are suf-ficiently frequent, and occur at the proper points.

In view of the preceding considerations, and of the relations and advantages of the route, the most entire confidence is entertained that the stock of a railroad of the description pro-posed would be both safe and productive.

It is believed that a railway of adequate strength for animal power, constructed with timber properly supported on stone where convenient or necessary, and on posts where the nature of the ground, inequalities of surface below the required level, or other circumstances, might render such supports expedient, and conformed to the natural surface of the route without extravagant expense for grading, may be completed for about \$5000 to \$3000 per mile on an average of the whole distance; and that a single track may be constructed over the most difficult portion of the route, from the western shore of the Hudson river to the great bend of the Susquehanna, for about one million

A railway on this plan would, without mate rial detriment to its objects, admit of greater deviations from a level than would be compatible with the use of steam. Railways for animal power afford the same comparative advantages over common roads on ascending as on level The expense of additional horses kept lines. for the purpose, whenever such elevations occurred as to require them, would be trifling compared with that which must be incurred at such points for the maintenance of stationary steam power.

By constructing such a road to the Susquehanna, a portion of the route would be opened which is most certain to be fully occupied, and always to require a road of that description; a vast object would be accomplished for this city; the interests of stockholders would be secured, and in the further prosecution of the route turough the valleys of the Susquehanna and Chemung rivers, the same or a different plan

expedient.
Some reference has been made to the avenues already opened or in progress, for connecting the western interior with the Atlantic blocked up by ice for a considerable period, coast, and forming new and adequate channels of trade and intercourse.

Among these, the canals and railways con-necting Philadelphia with Pittsburg, Eric, and the upper waters of the Susquehanna; the railway from Baltimore to the Ohio river, now far way from Baltimore to the Ohio river, now far importance to this city than to any other poradvanced; the canal from Washington to Pitts-tion of the state. The interests of this city at burg, also considerably advanced; and the call the present moment, and all its prospects of nal about to be commenced from Richmond to the Ohio: are the most conspicuous.

A glance at the accompanying map will indicate, with respect to this city, the bearings of regions, than to regain it when directed to these several works. Their relations to the other points, and trammeled by all the relacities from which they respectfully proceed, is to be judged of, not merely by their localities, but by the noble enterprise and public spirit takings projected and commenced by other ci-which they have excited, and the vast expense ties and communities, to arrest the needful at-

communication, as steam is in any respect to || by the Welland canal, steamboats, sloops, and || that they will not overlook what so immediateschooners, of large capacity, may pass from Montreal to the upper lakes. By these means, the products of agriculture may be conveyed down the St. Lawrence at a very cheap rate; and great inducements will be presented to the cutire regions bordering on and communicating with the lakes, for an exchange of their commodities for supplies of British and colo-nial merchandise. This commerce, under fanial merchandise. This commerce, under fa-vor of the colonial system of discriminating duties, will most advantageously meet the wants of Great Britain and her dependencies, and sustain the interests of her trade, manufactures, and navigation.

The bearings of this gigantic scheme are as

yet but partially developed. They are doubtless better comprehended, and estimated at a higher rate, at the seat of British power than elsewhere. It is, however, no longer to be doubted that a vast scheme exists in connec tion with these works in Canada, having relation to the whole compass of British interests and policy on both sides of the Atlantic, and to the future destiny of the regions of Upper Canada; that trade, navigation, and cheap sup-plies, are its first objects; that it contemplates the growth of extensive marts of business near our territories, between the waters of N.agara and Lake Superior; that success will attend this scheme in proportion as the facilities of travel and transportation from the lakes to this city are inadequate; and that it now behoves this city and state to augment and cheapen those facilities, and to adopt plans which may be extended as the growth of western population and commerce may require.

For this city, especially, to continue, with re

spect to our connections with the lakes, and the western states, to depend on the Eric canal, would imply an incredible degree of insensibility to what is passing elsewhere. That canal, though of immense value to this state and this city, is inadequate to the object. It is closed by ice nearly one half of the year, so as to be of no avail either with respect to travel or business, during that protracted period. It affords no facilities to the extensive business, now so essential both to the interests of the west and of this city throughout the winter. Even the immense transactions which cannot be con-summated till very late in the fall, and those might be pursued as might then appear most which require to be despatched on the decline of winter and during the first weeks of spring, can be but slightly favored by it. That part of the lake to which the canal extends, is itself earlier in the autumn and later in the spring, than are any of the more westerly harbors on

its southern shore.

The construction of a railway through the southern counties is, however, of far greater future growth, loudly demand the execution of this work. It is easier to preserve and strength- passed the expectations of those present. en our hold on the commerce of the western

We need but glance at the herculean under-

takings projected and commenced by other cities and the vast expense encountered in their construction. They have excited, and the vast expense encountered in their construction. They have been undertaken with enlarged and generous views, and with an ardor of resolution and confidence as to the magnitude and value of their results, a moderate share of which in this community would insure the speedy accomplishment of the work now proposed.

But the tendency of these works to turn the trade of the west from this city on one side, is not more obvious than that of the preparations on our northern frontier, to divert the course of western commerce in an opposite direction. In the confidence of achieving results of incalculable importance, the British government is about to construct canals to pass the successive rapids in the St. Lawrence, by which, and

ly concerns themselves.

Those who have most attentively considered the proposed undertaking, regard it as promising results to this city not surpassed in value by those of the Eric canal; and in the event of subscriptions to the stock amounting to one million of dollars, as required by the charter. so that the company may be organized and commence its operations, the utmost confidence is entertained of a liberal subscription on the part of the state in aid of the counties on the route, which greatly need and deserve, but hitherto have not shared, the benefits of public xpenditure for internal improvements.

Books of subscription to the stock of the company are by the charter, as recently amended, to be opened at the Merchants' Exchange, in this city, on Tuesday, the 9th day of July next, under the direction of the commissioners.

The last link in the chain of the RAILROAD FROM ALBANY TO FORT GEORGE is about being completed by the construction of the Warren county Railroad, which extends from Glen's Falls to Lake George.

At a meeting of the stockholders of this company at Albany, on 15th inst. the following genllemen were elected Directors for the ensuing year : Josse Buel, Robert Gilchrist, William Caldwell, John Townsend, Peletiah Richards, Dudley Farlin, Henry Ogden, C. V. S. Kane, John Worthington, William G. Bucknor, Dan-iel Jackson, Alexander Hamilton, Augustus Јаписи.

At a subsequent meeting of the Board Alex. Hamilton was chosen President, William G. BUCKNOR Treasurer, and John Worthington Secretary.

RAILTOAD STOCK .- We have been informed that offers have been refused for Railroad Stock at \$105.—[Charleston Patriot.]

DISPATURBY THE RAILROAD.—As an evidence of the great importance of our Railroad in facilitating the intercourse between the North and South, we would mention that several passengers, who left New-York Saturday afternion, 15th inst. in the steamboat David Brown, started this morning, 19th, on the Railroad for Augusta, and will reach to breakfast to-morrow morning.—[Charleston paper.]

Camden and Amboy Railroad.—At the meeting of the directors of the company at Bordentown, on Mon-day the 17th instant, a new locomotive engine con-structed by R. L. Stevens, Esq. was exhibited, and a trial made of its speed and power, as well as of the adaptedness of the road to this mode of transportation. The engine is the third one now on the road, and is the lightest, and is manifestly an important improvement on the English engine heretofore used with very satisfactory results. The experiment in the present case was entirely successful, and surgine, with a train of cars, passed from Bordentown to Hightstown (more than 13 miles) in 36 minutes, and 31 sec.; being at the rate of 25 miles per hour, and it was obviously not at full speed. It was obvious also, that there was no diminution of speed at the curves, and among the greatest curves on the whole road, are those on this section of it; and the greatest

Babbage on the Economy of Manufactures. [Continued from page 375.]

ON THE METHOD OF OBSERVING MANUFACTORIES.

128. Having now reviewed the mechanical principles which regulate the successful appli-cation of mechanical science to great establishments for the production of manufactured goods, it remains for us to suggest a few inquiries, and to offer a few observations to those whom an enlightened curiosity may lead to examine the factories of this or of other countries.

The remark-that it is important to commit to writing all information as soon as possible after it is received, especially when numbers are concerned-applies to almost all inquiries. It is frequently impossible to do this at the time of visiting an establishment, although not the slightest jealousy may exist; the mere act of writing information as it is communicated orally, is a great interruption to the examination of machinery. In such cases, therefore, it is advisable to have prepared beforehand the ques-tions to be asked, and to leave blanks for the answers, which may be quickly inserted, as, in a multitude of cases, they are merely numbers. Those who have not tried this plan will be surprised at the quantity of information which may, through its means, be acquired, even by a short examination. Each manufacture requires its own list of questions, which will be better drawn up after the first visit. The following outline, which is very generally applicable, may suffice for an illustration; and, to save time, it may be convenient to have it printed, and to bind up, in the form of a pocket-book, a hundred copies of the skeleton forms for processes, with about twenty of the general in-

General Inquiries.—Outlines of a Description of any of the Mechanical Arts quight to contain Information on the following points:

Brief sketch of its history, particularly the date of its invention and its introduction into

England.

Short reference to the previous state through which the material employed has passed; the places whence it is procured; the price of a

given quantity.
The various processes must now be described successively, according to the plan which will be given in Sec. 129; after which the following information should be given:

Are various kinds of the same article made in one establishment or at different ones, and are there differences in the processes?

To what defects are the goods liable? What substitutes or adulterations are used?

What waste is allowed by the master?

What tests are there of the goodness of the manufactured article?

.The weight of a given quantity, or number, and a comparison with that of the raw mate-

rial. The wholesale price at the manufactory

s. d. per The usual retail price \mathcal{L} s. d. per Who provide tools! Master, or men? Who

repair tools! Master, or men!
What is the expense of the machinery?

What is the annual wear and tear, and what its duration?

Is there any particular trade for making it? Where ?

Is it made and repaired at the manufactory? In any manufactory visited, state the number () of processes, and of the persons employed in each process, and the quantity of

manufactured produce.

What quantity is made annually in Great Britain ?

Is the capital invested in manufactories large or small?

Mention the principal seats of this manufacture in England; and if it flourishes much abroad, the places where it is established.

The duty, excise, or bounty, if any, should be stated, and any alterations in past years, some of them may indirectly depend on others; and also the amount exported or imported for and one or two may be inserted whose answers a series of years.

equal, or inferior make, is imported !

middle-man, who supplies the merchant?

To what countries is it chiefly sent-and in

what goods are the returns made!
129. Each process requires a separate skeleton, and the following outline will be sufficient for many different manufactories :

Process () Manufacture () Name (183 Place (date

The mode of executing it, with sketches of the tools or machine, if necessary.

The number of persons necessary to attend the machine.

Are the operatives men, (women.)? If mixed, () or children (what are the proportions?

What is the pay of each? (s. d.) (s. d.)s. d.) per What number () of hours do they

work per day ! Is it usual, or necessary, to work night and

day without stopping? Is the labor performed by piece or by day

Who provide tools? Master, or men? Who

repair tools? Master, or men? What degree of skill is required, and how many years (

) apprenticeship? The number of times () the opera-

tion is repeated per day or per hour.
The number of failures () in a thousand.
Whether the workman or the master loses by the broken or damaged articles? What is done with them?

If the same process is repeated several times. state the diminution or increase of measure,

and the loss, if any, at each repetition.

130. In using this skeleton, the answers to the questions are in some cases printed, as— Who repair tools? Masters, Men: in order that the proper answer may be underlined with a pencil. In filling up the answers which require numbers, some care should be taken; for instance, if the observer stands with his watch in his hand before a person heading a pin, the workman will almost certainly increase his speed, and the estimate will be too large. A much better average will result from inquiring what quantity is considered a fair day's work. When this cannot be ascertained, the number of operations performed in a given time may frequently be ascertained when the workman is quite unconscious that any person is observing him. Thus, the sound made by the motion of a loom may enable the observer to count the number of strokes per minute, even though he is outside the building in which it is contained. M. Coulomb, who had great experience in making such observations, cautions those who may repeat his experiments against being deceived by such circumstances: "Je prie (says he) ceux qui voudront les repeter, s'ils n'ont pas le temps de mesurer les resultats apres plusieurs jours d'un travail continu, d'observer les ouvriers à différentes reprises dans la journee, sans qu'ils suchent qu'ils sont observes. L'on ne peut trop avertir combien l'on risque de se tromper en calculant, soit la vitesse, soit le temps effectif du travail, d'apres une observation des quelques minutes." (Memoires de l'Institut. Tom. II. p. 247.)—It frequently happens, that, in a series of answers to such questions, there are some which, although given directly, may also be deduced by a short calculation from others that are given or known; and advantage should always be taken of these verifications, in order to confirm the accuracy of the statements; or, in case they are discor-dant, to correct the apparent anomalies. In putting lists of questions into the hands of persons undertaking to give information upon any subject, it is in some cases desirable to have an estimate of the soundness of his judgment. The questions can frequently be so simped that can be obtained by other methods; nor is this depressed?

Whether the same article, but of superior, process without its advantages in enabling us ual, or inferior make, is imported! to determine the value of our own judgment.

Does the manufacturer export, or sell to a The habit of forming an estimate of the magnitude or frequency of any object immediately previous to our applying to it measure or number, tends materially to fix our attention and to improve our judgment.

DISTINCTION BETWEEN MAKING AND MANU-FACTURING.

131. The economical principles which regulate the application of machinery, and which govern the interior of all our great factories, are quite as essential to the prosperity of a great commercial country as are these mechanical principles, the operations of which have been illustrated in the preceding section.

The first object of every person who attempts to make any article of consumption, is, or ought to be, to produce it in a perfect form; but in order to secure to hunself the greatest and most permanent profit, he must endeavor by every or want, which he has created, cheap to those who consume it. The larger number of purchasers thus obtained will, in some measure, secure him from the caprices of fashion, whilst it furnishes a far greater amount of profit, al-though the contribution of each individual is diminished. The importance of collecting data for the purpose of enabling the manufacturer to ascertain how many additional customers he will acquire by a given reduction in the price of the article he makes, cannot be too strongly pressed upon the attention of those who employ themselves in statistical inquiries. In some ranks of society, any diminution of price in a commodity will bring forward but few additional customers; whilst, in other classes, a very small reduction will so enlarge the sale as

to yield a considerable increase of profit. 132. If, therefore, the maker of an article wish to become a manufacturer in the more extended sense of the term, he must attend to other principles besides those mechanical ones on which the successful execution of his work depends; and he must carefully arrange the whole system of his factory in such a manner, that the article he sells to the public may be produced at as small a cost as possible. Should he not be actuated at first by motives so remote, he will, in every highly civilized country, be compelled, by the powerful stimulus of competition, to attend to the principles of the domestic economy of manufactures. At every reduction in price of the commodity he makes, he will be driven to seek compensation in a saving of ex-pense in some of the processes; and his inge-nuity will be sharpened in this inquiry by the hope of being able in his turn to undersell his rivals. The benefit of the improvements thus engendered is, for a short time, confined to those from whose ingenuity they derived their origin; but when a sufficient experience has proved their value, they become generally adopted, until in their turn they are superseded by other more economical methods.

133. There exists a considerable difference between the terms making and manufacturing. The former refers to the production of a small, the latter to that of a very large number of individuals; and the difference is well illustrated in the evidence given before the Committee of the House of Commons on the Export of Tools and Machinery. On that occasion Mr. Mauds-lay stated, that he had been applied to by the Navy Board to make iron tanks for ships, and that he was rather unwilling to do so, as he considered it to be out of his line of business; however, he undertook to make one as a trial. The holes for the rivets were punched by handpunching with presses, and the 1680 holes our export trade has been most injurious, as the following extract from the evidence before a committee of the House of Commons will

" Question .- How long have you been in the trade?

"Answer .- Nearly thirty years.

"Question .- The trade is at present much

"Answer .- Yes, sadly.

"Question .- What is your opinion of the cause of that distress!

"Answer.-I think it is owing to a number of watches that have been made so exceedingly bad that they will hardly look at them in the foreign markets; all with a handsome outside

show, and the works hardly fit for any thing.

"Question.—Do you mean to say, that all
the watches made in this country are of that

description?

"Answer.—No; only a number which are made up by some of the Jews, and other low ma-"Answer.nufacturers. I recollect something of the sort years ago, of a fall-off of the East India work, owing to there being a number of handsome looking watches sent out, for instance, with hands on and figures, as if they showed seconds, and had not any regular work to show the se-conds: the hand went round, but it was not regular.

" Question .- They had no perfect move ments ?

"Answer.—No, they had not; that was a long time since, and we had not any East India work for a long time afterwards.

In the home market, inferior but showy watches are made at a cheap rate, which are not warranted by the maker to go above half an hour: about the time occupied by the Jew pedlar in deluding his country customer.

141. The practice, in retail linen-drapers' shops, of calling certain articles yard-wide when the real width is, perhaps, only seven-eighths or three-quarters, arose at first from fraud, which being detected, custom was pleaded in chaser, if not himself a skilful judge (which rarely happens to be the case), must pay some person, in the shape of an additional money price, who has skill to distinguish, and integrity to furnish, articles of the quality agreed on But as the confidence of persons in their own judgment is usually great, large numbers will always flock to the cheap dealer, who thus, attracting many customers from the honest tradesman, obliges him to charge a higher price for his judgment and character, than, without such competition, he could afford to do.

AGRICULTURE, &c.

The following article is, says our respected correspondent, to whom we are indebted for the pamphlet from which it is taken, "of great value, as the authority is unquestioned."

On the Cultivation of Rye. By John Kerly.
To the Trustees of the Essex Agricultural

Society.

GENTLEMEN,-Having for some years past been more than commonly successful in raising large crops of winter rye by a process of cultivation which, I believe, is entirely new, I have been induced, by the suggestion of some gentlemen whose judgment I very much respect, to submit for your consideration a state-ment of the mode of culture, with the produce. And that the success of the experiment this season may not appear to be altogether accidental, it will, perhaps, be as well to communicate the result of the process for the three or four previous years.

The land on which the experiment has been conducted is situated on the Merrimack, about a mile and a half east of Haverhill bridge; and came into possession of my father in 1827. The soil is a sand, approaching to loam as it recedes from the river. Perhaps the term plain land (by which it usually passes) will better land was ploughed, and the seed sown imme-convey an idea of the quality of the soil. It is diately upon the furrow, and then harrowed in. altogether too light for grass. The crops we

to advantage, were it not that the land is com- vicinity, and I suppose is similar to that which pletely filled with the weed commonly called is generally used. We have never prepared the same nature, vary, I believe, from seven or eight to twelve or thirteen bushels per acre, according to the cultivation, and their approximation to the river. We usually raise on land rows. There, as the land lies very level, the from thirteen to thirty bushels of Indian corn water settled, and so completely destroyed the per acre. Potatoes are very good in quality, but the quantity is quite small; not sufficient to be profitable, were it not that the land is very easily cultivated.

In the summer of 1827, we sowed three bushels of winter rye near the river, on about two acres of land, which produced twenty-eight

bushels.

In 1828, we sowed four bushels on four acres of land running the whole extent of the plain from the river. This piece was sowed in the spring with oats; but they were completely smothered with charlick, and about the middle of June, the whole crop was mowed to prevent the charlick seeding. By about the middle of August, a second crop of charlick having co-vered the land, it was ploughed very carefully, in order completely to bury the charlick; and then suffered to remain until the 15th of September, when we began sowing the rye in the following manner. A strip of land about twelve yards wide was ploughed very evenly, to prevent deep gutters between the furrows, and the seed immediately sown upon the furrow and harrowed in. Then another strip of the same width, and so on until the whole was finished. its defence; but the result is, that the sender We found the oat stubble and charlick entirely is constantly obliged to measure the width of rotted, and the land appeared as 'if it had rotted, and the land appeared as if it had his goods in the customer's presence. In all been well manured, though none had been these instances, the object of the seller is to get applied to this part since it had been in a higher price than his goods would really produce if their quality were known; and the purdand vigorously, having evidently derived great benefit from being sown and sprouted before the moisture supplied by the decaying vegetable matter in the soil had evaporated to any considerable extent. This crop produced 133 bushels. In 1829, the charlick was suffered to grow

on the land appropriated to rye, until it had attained its growth and was in full blossom. The first. This also was allowed to attain its growth, and then ploughed in as before. A third crop soon appeared, which of course was destroyed, when the land was again ploughed for sowing about the middle of September. This piece of land was a parallel strip running from the river, and containing two acres. Two bushels of rye were sowed. The crop presented a remarkably promising appearance, and yielded seventy-four and a half bushels.

In 1830, the land appropriated to rye included nearly all the lighter part of the soil, and owing to a pressure of business was not attended to as we could have wished. It was ploughed in the early part of the summer. But harrowing to destroy the weeds was substituted for the second ploughing. This, and the unusual blight which affected all the grain in this part of the country, led us to anticipate a small crop. It yielded however fifteen bushels to the acre.

The land on which the crop of rye was raised the present season had for the three or four previous years been planted with Indian corn: and owing to the extent of our tillage land, we have not been able to apply more than four or five loads of manure to the acre this season. The charlick was suffered to attain its growth as usual; and on the 18th and 19th of June it was carefully ploughed in. The second crop was ploughed in on the 6th and 7th of August. On the 14th and 15th of September it was sowed in the usual manner, namely, a small strip of land was ploughed, and the seed sown inme-Then another strip of land was ploughed, and find most profitable to cultivate on it are winter rye, Indian corn, potatoes, and to some extent turnips. Oats might probably be raised was originally obtained from a farmer in this

We have never prepared charlick, which renders it entirely unfit for any our seed in any manner, but have directed our spring crop, excepting such as can be head. attention solely to the preparation of the land; The crops of rye, on the neighboring soil of and to this we attribute our success. Owing to the unusual severity of the winter, the crop was considerably winter killed, but recovered very soon in the spring, excepting in the midfurrye that they continued bare the whole season. This would of course cause some diminution in the crop; perhaps a bushel or two. The rye was reaped at the usual season, and, as the weather was favorable, immediately put into the barn. The land contained one acre and thirteen rods, and yielded forty-six bushels and three pecks. A remarkably fine sample.

In entering a claim for your premium, I would ask your attention particularly to the process of cultivation. It is I believe entirely new, and capable of general application.

Sowing the seed immediately after the plough we consider very advantageous to the crop. The soil being then moist, causes the seed to spring immediately, and gives a forwardness and vigor to the plants which they ever after retain.

The process of ploughing in three crops of weeds before the seed is sown, very much enriches the soil. It would be altogether unnecessary to attempt to refute the notion, that by such a process nothing more is applied to the soil than was before derived from it. If one could not discover by the light which Chemistry has shed upon the subject of Agriculture, sufficient reasons for the contrary conclusion, observation, one would think, would be sufficient to convince any intelligent man of the fact.

And here I would suggest that I do not consider the experiment, as we have conducted it, quite complete. To render it more so, in the first place, in ploughing in the weeds, I would not turn a furrow after the dew had evaporated. I have no doubt but that a large portion of that fertilizing quality in the soil, which (during the summer months) is continually exhaled from the earth, is by the dew brought again within our reach, and it would be wise to avail ourland was then ploughed very carefully, and the selves of the opportunity of again burying it in charlick completely covered in. In a short time the soil. And in the second place, I would by a second crop appeared more vigorous than the all means use a heavy roll after each ploughing. It would fill all the cavities left by the plough, and by pressing the soil more closely to the weeds, at once hasten their decomposition and ery much retard the evaporation from the soil.

But the land is not only very much enriched by this process. There is, I conceive, no method by which it can be so effectually cleaned. Three times during the season a fresh surface is presented to the atmosphere, and each time, as the decaying vegetable matter increases in the soil, so is the exciting cause augmented to make a more vigorous effort. We have in this manner gone over nearly all our land which is infested with charlick, and the diminution of the weeds is quite sufficient to warrant the expectation, that in a few years it may be com-paratively eradicated. Very respectfully,

JOHN KEELY.

Haverhill, Sept. 22, 1832.

The undersigned having assisted in measuring the rye, an account of which is given above, hereby certify that the quantity is as there stated, namely, forty-six bushels and three John Keely, Thomas E. Keely, pecks.

SAMUEL THOMPSON.

I have this day measured a lot of land belonging to Mr. Keely, on which is a crop of rye, and find it to contain one acre and thirteen rods.

C. White, Surveyor.

Haverhill, Aug. 1, 1832.

At a Meeting of the Trustees of the Essex Agricultural Society, January 1, 1833, the foregoing statement having been read and examined.

Voted, That the first premium offered for the cultivation of rye be awarded to Mr. Keely.
Attest. J. W. PROCTOR, Secretary.

ing, taken from the Hagerstown Torch Light, with the successful method of shallow ploughing green manure, recorded in the Transactions of the Essex Agricultural Society in another part of this number:

THE wheat crop is the most important of all crops to the farmer. A man who has one hundred acres of cleared land, of common quality, ought to raise on an average one thousand bushels of merchantable wheat, and also rye, corn, oats, and potutoes, sufficient to defray the expenses of carrying on the farming. The wheat crop should always be clear gain.

Don't startle at this, farmer. A man who has a farm of one hundred acres of cleared land, can yearly put forty acres of it in wheat; and if the land be in order as it should be, and as every farmer may have it, every acre of the forty will give 25 bushels, amounting altogether to one thousand bushels. I shall now show how land must be farmed, in order to produce in this way Never break your land before harvest and stir it after, as is customary with many farmers. Much ploughing impoverishes land, and is productive of no good effects. Your wheat ground must be heavily set in clover, and broken up after harvest with three horses, when the seed By thus turning clover in the clover is ripe. down after harvest, when the seed is ripe, it will never miss coming up in the spring, which is frequently the case when sown in the spring with seed. You also save between forty and fifty dollars worth of seed annually, which it would take to sow your ground. When the clover is ploughed down after harvest, before you seed the field, you must harrow it lightly the way you have ploughed it, in order to level the ground, and prevent the seed from rolling between the furrows and coming up in rows Never plough your seed in with shovels, nor harrow it in across the ploughing, when you have turned down clover after harvest, lest you raise the clover, but always harrow it in by twice harrowing with light harrows the way you have broken up your ground. Many far-mers have ploughed down clover once, and finding that their crop was not bettered by it, but injured, as they believed, have never at-tempted it again. This is almost invariably the case the first time clover is ploughed down af ter harvest, especially if the fall be dry, and the winter frigid and close. In turning clover down you must necessarily plough the ground deep, and the first time you do it you turn up the clay which, being unmixed with manure of any sort on the top, is in a bad state to sow wheat on. The wheat after some time will sprout and come up, but will look yellow and very spindling. Its roots after some time will get down among the unrotted clover, and there will choke, and for want of moisture a great deal of the wheat will dwindle away and die. The unrotted clover, too, below, will keep the ground loose and springgy, so that the frost will injure the wheat not a little. But when the clover is twice ploughed down the bad effects to the wheat crop arising from unrotted clover are not experienced You then turn up the clover from below which was ploughed down before, and which is a manure on the top. The seed sown on it now springs up directly, and before the winter sets in has taken deep root. The clover now turned down rots very soon, in consequence of the rotten clover turned up, which as manure always keeps the ground moist, however dry the fall. You the ground moist, however dry the fall. may now go on farming in this way: every time you turn up a coat of clover, turn down one, and your wheat crop will never fail, until your land becomes so rich that you will have to reduce it with corn.

RAPID MODE OF RAISING EXCELLENT VINE PLANTS.—At the pruning season leave a shoot of young strong wood, over and above what may be wanted for training it, of a sufficient length to bend down as a layer into a pot; and also for training, during its growth, when the vine for training, during its growth, when the vine PLANTS.—At the pruning season leave a shoot of

CLOVER MANURE FOR WHEAT.—We would begins to push, displace the buds from the English with great facility, which is all that is deemrequest practical farmers to compare the follow- shoot intended for laying, except the leading inches or one foot long, bend down to the pot, and lay it so that the top joint, whence the young shoot has sprung, may be fixed with a strong crook at about one inch under the surface of the mould. As soon as it begins to take root, weaken its resources from the mother plant, by making an incision in the wood behind the pot, which enlarge by degrees, as fast as the young plant will bear it, until it is quite separated from the old one.—[Gard. Mag.]

> [From the Globe of Saturday.]-MILITARY ACADEMY AT WESTPOINT. Report of the Board of Visiters to the general exa. mination of Cadets of the United States Military Academy, in June, 1833.

To the Secretary of War:

The Board of Visiters who have been invited, to be present at the general examination of the Cadets of the United States Military Academy, in order that the War Department may be correctly informed of the condition and management of the Academy, have attended the examination of all the classes and are perfectly satisfied with the progress made by the Cadets in the several departments of their studies in which they were examined.

At the request of the Superintendent, a Committee appointed by order of the Board, assigned the subjects to each individual of the class, in order to avoid all suspicion of the Examining Professor having adapted the subject to the capacity and attainments of the Cadets, so as to exhibit an appearance of greater pro-

ficiency than the class really possesses,

The first class was examined in Military and Civil Engineering, in Mineralogy, Rhetoric, Ethics, Consti-tutional and National Law, and in Infantry and Artille-ry tactics; and in each of these departments exhibited proofs of their application and attainments, and of the zeal, capacity and industry of the Professor and Assistants. The Cadets of this class will leave the Academy well fitted to fulfil the great objects of the institution, viz: to introduce into the armies of the United States all the modern improvements in the art of war, and the high state of discipline which distinguishes the best armies of Europe, to disseminate throughout our country a knowledge of Military Tactics and Engineering, so as to furnish the means of rendering our militia as well as our regular army an efficient arm of defence in time of war; and to provide officers properly instructed, and fully capable of superintending the construction of fortifications for the permanent defence of our maritime frontier. and of works connected with the internal improve ment of the country.

The Cadets of the second class were examined in Chemistry and Natural Philosophy, and showed a degree of proficiency very creditable to the Professors and Assistants, who have been charged with their instruction in these departments. The Board would here remark, that in their opinion it would be expedient to establish a permanent Professor of Chemistry. The important discoveries made and still making in this department of science, and its application to the useful arts, as well as its connexion with the means of preserving the health of the soldier in camps and barracks, render it important that it should be taught in this Academy, and it is obvious that it requires great application, experience and long practice to teach a science which must be illustrated by experiments made before the pupil. It is believed to be difficult to acquire the art of in. structing youth in any department of literature or science; but it is especially so in those which require skill in demonstrating the theories and princi-ples by experiments. Instruction in such branches ought not to be entrusted to officers liable to be frequently removed.

The third class were examined in Mathematics and French. There is no institution that we are acquainted with where this department of science in te higher branches, is more thoroughly taught than in this Academy. The high attainments and unwearied in Academy. The high attainments and unwearied industry of the Professors and Assistants, together with the great application and capacity of the Cadets of the third class were exhibited throughout the ourse of this examination in a manner highly satisfactory to the Board.

When this is grown to about all eight to enable the Cadet to consult the best French authors

As there are at least 160 students to be taught in this language, it is believed by those best acquainted with the subject, that another teacher in this branch

ought to be added to those already employed.

The fourth class were examined in Mathematics and French. The Cadets of this class evinced a degree of proficiency in the elementary branches of Mathematics highly creditable to the gentleman who s charged with this department of their studies. Whatever may be the talents and application of the student, he cannot make any proficiency in this essential department of study, which may be considered as the foundation of all military education, unless his studies are directed by a person not only profoundly versed in the science, but possessed of great experience in the art of instructing youth; and the Board would take this opportunity of remarking, that to remove such an instructor from the Academy for the purpose of substituting another. who, whatever his talents and acquirements may be, does not possess the same experience and practice in teaching, cannot but be prejudicial to the interests of the Academy, and would be unjust to the Cadets.

The Government exacts from them, especially in the department of Mathematics, a degree of proficiency, which they cannot obtain without the assistance of competent instructors; and they may be exposed to be turned back as deficient, or to be dismissed as incapable of going through the course of studies in the Academy, because the instructor provided for them is incompetent or inexperienced

The Board is induced to make these remarks from having had before them a late order of the Commander in Chief, containing regulations sanctioned by you, which, if applicable to this Academy, would seem calculated to affect very materially the instruction of the Cadets. It appears to them that the regulations requiring all officers, who have not served with their regulations. with their regiments for three years to join their respective corps, as it will remove nearly all the Assistant Professors from the Academy, would be atsistant Protessors from the Academy, would be at-tended with very great inconvenience at any time; and at this period, when the Superintendent, who has so long presided over this Institution, with such signal ability and success, is about to retire, such a change would seriously embarrass his successor.— This embarrassment will be increased by the effect of the regulation, which takes from the Superintendent the power of nominating the officers to be detached for that service. He is supposed from his situation to be better acquainted than any one else with the acquirements and moral character of the graduates, and as the responsibility rests with him, it appears but just that he should have the power of selecting his Assistants. It is deemed impor-tant, that the course of studies should be steady and keep pace with the improvements which daily take place in the progress of science. This would be m-practicable if the Assistant Professors were frequently changed and selected from officers who had graduated prior to the introduction of the im-provements now taught in this Institution throughout every department of science. Indeed it would appear advisable that the Professors and Assistant Professors, who have evinced so much capacity in imparting instruction to youth, should be offered every inducement to remain by being permanently attached to the Institution, and receiving some additional allowance for services materially affecting the future character and efficiency of the army, and which, if they were rendered in any literary institution in the country, would command much higher pecu-

niary rewards.

The Board attended the Battalion, Light Infantry, and Artillery drills, and had every reason to be satis-fied with the instruction of the Cadets in their field exercises. They were present likewise in the La-bora ory when the Cadets exhibited their proficiency in Pyrotechny, and they subsequently saw them throw shells, and fire at the target with light and heavy pieces of Artillery; all which they executed with a precision rarely equalled, and not surpassed in any school of practice in Europe.

This is the more remarkable from the state of the ecce used for practice. They are very defective; and the Board recommend that the several pieces of Ordnance which are required for the instruction of the Cadets by their able and scientific instructor,

ry, and another on the Theory and Practice of Gunry, from the French of Professor Persy of Metz; all of which, with numerous plates illustrating the advantage to the Cadets: A course of applied mesubjects, have been published in the Lithographic chanics on the investigation and description of some Press in the Academy.

The Cadets are encamped two months in ever year, and during that period are instructed in all the duties of the soldier in active servive, in the use of instruments, and in the application of the different branches of science necessary to a knowledge of their profession; whether this practical course of the application of science to the purposes of military and civil engineering may not be usefully extended, is

worthy of consideration. The Library of the Academy contains a very valu able collection of works adapted to the peculiar objects of this institution. It is rich in works on military science and on civil engineering, and contains a valuable series of military history, and the best geographical and topographical maps of the States of Europe to illustrate this important study. It is true that in works on polite literature it is as yet rather deficient, although the selection has been very judicious: but however desirable it may be to angment the number of volumes on miscellaneous subjects, the real object of the institution must be kept steadi. ly in view, and it will continue to be the duty of the Superintendent to purchase, in preference to all others, books relating to the sciences taught in this Academy, and to supply the necessary works on Architecture, Chemistry, Geology, Mineralogy and Moral Science, in which the Library is still very deficient.

The philosophical apparatus and astronomical instruments are of the best kind and of the latest invention, but many more are required fully to illustrate the course of Natural Philosophy.

The building which contains the Library and phi-

losophical apparatus is both unsafe and unstable, and the rooms are so small and inconvenient as not to admit of the necessary arrangement and display of them for useful purposes. Many instruments of the philosophical apparatus, which are delicate in their structure and uses, and require to be very nicely and accurately adjusted, are exposed to be injured by the constant and violent shaking of the edifice, and the finer astronomical instruments cannot be used from the same reason and from want of space. large telescope is placed in a detached building en tirely unsuited to its uses.

From these reasons and from the intrinsic value of the books and instruments, the board recommend the erection of a fire proof building with an observa

tory annexed to it.
Upon a careful and minute examination of the pub lic buildings of the Academy, it has been found that they are inadequate to the purposes of the institution and are not only badly constructed, but entirely too limited to afford comfortable or proper accommoda tions for the Cadets who are lodged in them.

A number of Cadets are from necessity crowded

into a small room, which must produce a prejudicial effect upon their studies, their morals, and their That they have been exempt hitherto from the diseases which are engendered in confined and crowd d apartments, is due altogether to the admirable system of internal police and strict attention to cleanliness, which distinguish every department of this institution.

There is besides a want of accommodations for the Assistant Professors; and the Quarter Master, Pay Master, and Adjutant are without offices. For these purposes nearly fifty new rooms are require ed. The Board would recommend, that the Super-intendent be instructed to furnish a plan of a building, capable of uniting all the accommodations required by the officers and cadets now at the Academy, and of being extended whenever the Government may think it expedient to enlarge this institution. and render it proportionate to our vast territories and rapidly increasing population; and that whenever it may be thought proper to erect the building now called for, it may be so constructed as to form a part of an edifice hereafter to be completed with more extensive accommodations.

On examining into the fiscal concerns of the Acad emy the Board had every reason to be satisfied, that great economy has been exercised in the administration of this department of the institution, and cheerfully bear testimony to the order and regularity with which the books are kept and the receipts and dis-bursements accounted for, as well as to the integrity and judicious economy with which the finances of the Academy are administered.

There are several subjects, the importance of which is fully understood and acknowledged by were satisfied that the Steward fulfilled his contract the Superintendent and Academic Staff, but which faithfully, and supplied the tables with abundance.

the forms of Cannon and various systems of Artille-||are not taught in this institution for want of time.|| In military and civil engineering it is thought that the following might be introduced with great ef the most usual machines employed in the construction of public works. Some practical exercises in the field, such as laying out and throwing up some of the works of a campaign which are most ordinarily used: batteries, trenches, cavaliers, the manner of conducting saps, the construction of gabions and fascines, &c. &c. and a course of topography as applied to military reconnoissances: indeed, such is the vast importance of this branch, that a new department, embracing the whole subject, could not fail to be very advantageous to the military student.

In the department of Natural Philosophy many important practical illustrations might be advantage ously introduced. At present the experimental part of the course is principally confined to the illustration of such facts and general principles as may be established by experiments exhibited in the presence of the entire class. These illustrations are attended with the most beneficial effects, as they serve to make a very forcible impression on the mind of the student, but they are alone insufficient. It is frequently important that the student should not only be acquainted with the name and use of an instrument; but that he should be able to employ it himself. This can only be done, when sufficient time is allowed for each student to make frequent use of such instruments under the immediate direction of the Professor.

This deficiency is particularly felt in the course of Astronomy, where an intimate acquaintance with the use of instruments, and the habits of submitting the data furnished by observation to the process of calculation, are essentially necessary to enable the student to apply his theoretical knowledge to useful purposes. The instruction in practical Astronomy is altogether too limited. The time which can be devoted to this object being scarcely more than sufficient to permit the Professor to make the stu-dents acquainted with the objects of the few instruments in the possession of this department. This is certainly a great defect; important lines are fre quently required to be established as boundaries be-tween States and Territories of neighboring nations, where the accurate use of instruments is of the last importance, and the Cadets of this Academy ought to be practically taught to use them with perfect correctness.

The principles of Strategy or Grand Tactics migh be taught with advantage.

It is true that there is no work treating of those

subjects which is sufficiently condensed and at the same time perfectly unexceptionable in its principles and illustrations; but the same industry and talent which have furnished text books in other departments of military science, might be employed for this pur pose with great success, and furnish a series of lec tures embracing a definition of the technical terms employed and of such general principles as admit of the clearest and most exact illustration

It appears always to have been desirable that Cav alry Tactics should be taught at a great National Military Academy. This branch has hitherto beer tary Academy. This branch has hitherto been totally neglected; but it has become more essentially necessary since this arm has been added to the regular army of the country. The service of Cavalry and Horse Artillery ought to form a part of the practical instruction of this Academy, and the Board respectfully recommend this subject to your consideration As the Cadets are now occupied sedulously every hour of the day in the prosecution of the studies now taught in this institution, it will be necessary, if thes subjects are deemed of sufficient importance to be added to the present course, that the term of the academic study should be extendedor that the qualifications required on entering the Academy should be made much greater than they now are.— They are now lower than is required by any literary institution in this country, and no doubt the frequen dismissal of those young men, who cannot keep up with their class, arises principally from this cause. Parents ought to be informed of the great advantage their sons would derive the first year of their course of this Academy, by being well grounded in the classics, in Arithmetic and Algebra, and in the rudi

ments of the French language.

The munner in which the Cadets are furnished with clothing was a subject of inquiry by the Board, who were satisfied that this was done in the most economical manner. Their mess room was inspected while the Cadets were at their meals, and the Board

An inquiry having been made into the manner is which the Cadets are supplied with the class books and stationary, the Board are satisfied, after a careful investigation, that the Cadets are supplied with all such articles at a lower price than they can be purchased in New York and in the most convenient, just, and economical manner; and that the arrangement made by the Superintendent in this particular is marked by the same prudent economy, order and intelligence, which characterize the management of the institution

The Board having learnt that the present Superintendent of the Military Academy, whose health has suffered from his close attention to the affairs of the institution, has, by his own solicitation, been called to the performance of other duties, cannot forbear to express the very high sense they entertain of his merit and services during the long period of his cou mand of the station.

To the knowledge acquired with this view by Col. Thayer, the Military Academy of the United States owes its present admirable organization; and to his zeal, capacity and unwearied attention to his duties, is to be attributed the high state of discipline and improvement of the institution. To his exertions we owe in a great measure the success of this establishment, the extensive usefulness of which needs only to be understood by the nation to be fully appreciated.

Independently of serving to disseminate over the vast territories of the United States knowledge of a description which cannot enter into the usual course of studies in other Academies, and furnishing the means of rendering most effective our army and militia, of securing our frontier and improving the com-munications throughout the States, it is calculated to elevete the moral state of the Military profession in our country, the importance of which to the general interests of the nation, cannot be too much insisted upon.

The annals of history prove, that success in arms is one of the most faithful sources of personal popularity, and in a country where the soldier is still a citizen, and may be called upon to share in the civil government, or rise to the highest honors of the State, the standard of study and discipline cannot be too high, which developes his talents and forms his character. The same annals show that at the close of successful wars, the liberties of a country depend in a great measure upon the character of its armies at such a period the fortunate soldier pessesses power, and great and probably well earned popularity, and if his character is not so elevated by nature of education as to lead him to prefer the solid fame of having preserved the liberties of his fellow citizens to the glitter of false ambition, and to sacrifice all personal views of aggrandizement to the good of his country, he may plunge the State into anarchy or rivet upon his fellow citizens the chains of despotism. If ever the liberties of the States of Europe shall be recovered, it will be effected through the improved condition, character and education of their efficers and soldiers; and while we indulge the hope that the liberty of these States rests upon too firm a basis to be overthrown by the ambition of those who compose our Armies, it cannot be concealed that if they were not instructed, their ignorance and depravity might seriously endanger the peace of the country.

The Board have observed with some regret, that the old works in the neighborhood of the Academy have been in some instances disturbed. They ought, in their opinion, to be preserved as monuments of the glorious struggle, which secured our independence. The contemplation of such memorials cannot fail to have a beneficial effect. They are calculated to inspire all Americans with sentiments of exalted patriotism, and to remind them of the extraordinary efforts and great sacrifices made by our forefathers to achieve the liberty and independence of the country. and cannot fail to lead them to form virtuous resolutions and to reflect, that, as heirs of the immortal fame of their ancestors, they are bound to smulate their glorious career, and preserve their bright inheritance with the same inflexible courage and undeviating purpose.

STEPHEN VAN RENSSELAER, President.

Charles Coffin, J. R. Burden, J. S. Skinner, Levin Gale, Jas. Russell, T. Hartley Crawford, E. Banks, John R. Fenwick, Brig. General, James Bankhead,

J. R. Poinsett, Erastus Rost, John Forsyth Joseph C. Yates. James Fenner, John. A. Tomlinson, F. B. Povall, Virginia, R. Pollard, Virginia, F. Read, Delaware, J. Rogers, Delaware.

John Norvell, Secretary.

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LETERARY NOTICES.

THE COMPLETE WORKS OF SCOTT: CONNER AND Cooke's edition .- Numbers VII. and VIII., containing the Bride of Lammermoor, the Legend of Montrose, and Ivanhoe, are now published. Thus, one sixth of the work (there will be forty-eight numbers) is already out. At this rate of publication the whole will be completed in a little more than a year from the commencement.

CURIOSITIES OF LITERATURE, by D'ISRAELI, 3 vol. 8vo. Boston, LILLY & WAIT, COLMAN & HOLDEN; New York. Wm. Jackson.-A very handsome edition is here presented of a very amusing, though not a new book, which has gone through seven or eight editions in England, been translated into other tongues, and delighted thousands of readers of all classes and pursuits. The many interesting anecdotes of literary men and of their labors, and the curious private history which the industry and cleverness of the compiler, the elder D'Israeli, have here brought together, are well calculated to attract and reward attention.

SALATHIEL-by the Rev. George Croly. New York: D. Appleton & Co. and Collins & Hannay. 2 vols.—The deserved success obtained by the first reprint, some few years ago, of this highly wrought and in parts most poetical narrative, has induced another edition of it-which will, we doubt not, be eagerly bought-the mere eagerly, perhaps, for the effort now making in England to restore to an equality with other men the fallen race of Israel-whose grandeur, magnificence, courage and cruelty, form the main incidents of these volumes.

CRAYON SERTCHES, by an Amateur; edited by Theo. S. Fay, Esq.; 2 volumes, 12mo; CONNER & COOKE, New York .- These volumes, of which we spoke in advance in our review of the 8th instant, are now published, and do justice, by their mechanical execution, to the taste and talent of their literary contents.

MENOIRS OF A CHAPERON-Edited by Lady Dacre 2 vols. New York: J. & J. HARPER.—A collection of tales-five in number-all of much more than or dinary talent, and two of them-Ellen Wareham and Milly & Lucy-admirably written and of deep in-They deserved a better collective name, for we confess we took up the book under the impression that it was another of those mawkish novels of fashionable life so common of late; but we had made very little progress in the story of Ellen Wareham, the first in the book, without finding our mistake, and we mention it that others may not be deterred by an unmeaning title from reading clever books.

SEQUEL TO THE JUVENILE READER; BY LYMAN COBB New-York, Collins & Hannay.-We have before had occasion to speak in terms of commendation of Mr. Cobb's efforts to simplify the processes of learn. ing for beginners. In the little school book now be fore us, he has evinced good taste and discrimination in selecting passages in prose and in verse for the use of higher classes in schools and academies. Many of the selections are from approved American writers.

Boys and Girls' Library of Useful and Enter-TAINING KNOWLEDGE, Nos. IX, X, XI: Harpers. 'Tales of American History,' and 'The Young Crusoe,' are the subjects of these volumes, which are well selected to form a part of the collection with which they are here identified. The Young Crusoe is a story by Mrs. Hoffland, the author of ' A Son of a Genius,' and other tales. It is an account of the shipwreck of a lad upon an uninhabited island, and his its disciplined armies could make no stand against residence there for several months alone. Like the the naked invaders! Yet such, were it not for the

is to impress upon the youthful mind the never-failing! goodness of Providence, and that there is no situation, however forlorn and deplorable, which the exercise of fortitude, ingenuity, and perseverance cannot render not only endurable, but even comparatively happy

The Tales from American History are compiled from Irving's writings relating to the discovery of this country, which, with Edwards' History of the West Indies, Robertson's America, and Miss Emily Tavlor's Letters on Maritime Discovery, have afforded abundant sources to the compiler to derive many of those picturesque incidents and romantic traits of character with which the early history of the New World so abounds; and which, while they are matters of actual record, possess all the dramatic interest and attractiveness of fictitious writing. This work was manufactured abroad, and though well suited to the dawning capacity of young children, we should be sorry to see it supersede with youth generally, the more authentic abridgement made by our countryman from his own excellent ori-

The above volumes, with "THE HISTORY OF Jo-NAH," by the Rev. T. H. Gallaudet, published by Crocker & Brewster, Boston, and for sale by J. Leavitt, Broadway, make an abundant supply for our iuvenile readers this week.

LEMPRIERE'S CLASSICAL DICTIONARY, 8th American edition: Collins of Hannay, and W. Dean. [Second notice.]-Having alluded briefly to this publication in a former notice, we have thought it due to a work of so much costliness and research, on the respective parts of the publishers and editors, to give a specimen of the new matter that has been embodied in this edition. The following account of that singular people who first severed the chains with which Rome held the world in thraldom, and afterwards imposed their own laws and customs so firmly upon Europe, as entirely to supersede the civil and political institutions of the ancients, comprehends in a brief space some of the most important features of history. The writer, (Mr. Da Ponte,) while on that debateable ground of history, which lies between the fall of the Roman empire and the rise of Feudel Europe, has with no little ingenuity managed the dry business of detail so as to comprize much learned information within the narrow limits to which he was restricted. The most puzzling thing to us in all theories and accounts of the origin of the Goths, has ever been, that such swarms of people should have come from regions which, with all the aids of modern civilization, are still unable to support a population half as dense as that of the countries which they overran and conquered. The truth is, we apprehend, that the celerity of their descent upon Southern Europe is much exaggerated by historians. Sufficient stress is not laid upon the breathing spells which these bold adventurers took on their devastating march southward; or else, instead of speaking of the icebound regions from which they sprung as "the Northern Hive," which sent out such swarms, such torrents of human beings, that the rush of the stream alone, carried it in a tide of desolation over the rest of Europe, the native forcets of the barbarians would only be regarded as the sources whence those germs of conquering armies were derived, which, removing by stages of generations at a time to more genial climates, increased like the Israelites in the wilderness, and swelled into irresistible hordes, ere they came to the promised land.

There is another remarkable feature in the history of these fierce marauders—and that is the success of their invasion, in spite of the disunion and wars existing among themselves. How abject must have been the condition of the then civilized world, when

of the most refined peoples. That invention, both ever, by converting war into a science, which may be taught in colleges, like other arts, in times of peace, has, by putting an end to the superiority of brute force over intellectual power, left it for mankind to pursue in quiet the arts of civilization, without incurring the risque of having the fruits of their labor wrenched from them by those who devote their lives to the use of arms alone. Cour de Lion, who, with 17 men-atarms, as Gibbon tells us, vanquished a thousand Saracens before the walls of Acre, might possibly charge through a regiment of modern cavalry; but a single piece of artillery discharged by a child would ceach his bold lancers, that sinews toughened with years of training, and frames of iron clothed with triple steel, avail nothing against grape and canister; much less had a few cannon threatened from her battlements, would the half armed hordes of Scandinavia been able to become masters of the Imperial City seven centuries before his time. The wars and wanderings of the Goths, previous and subsequent to this event, are well detailed below:

The most ancient records and traditions relating to the Goths, refer their first settlement in Europe to Scandinavia, where their name is extant still in that of the extensive tract of country between Sweden Proper and the kingdom of Norway. region, separated by a narrow strait from the islands of Denmark, and opposite to Rugen and the coast of Pomerania on the narrowest part of the Baltic, is called Gothland, and was most probably the first tablished seat of the Gotthi in Europe. Originally one extensive nation, the Gotthi and the Vandali, in the progress of years, became divided, as a consequence of numbers and of frequent migration. Each people, however, upon this separation, appeared in subsequent history sufficient for the conduct of the most adventurous enterprizes and the subversion of the best established empires. The Goths themselves were subdivided into Ostro Goths and Visi Goths, referring to their relative geographical situation most probably, afterthe passage of the Baltic sea; besides which were the Gepidee, who also belonged, as may be gathered from a comparison of manners and a collation of records, to this division of the Scandinavian hords. The Lombards, Burgundians, and Herulians, are merely to be mentioned as of Gothic blood; in Europe they made themselves known as a distinct people, or connected at most with the Vandalic stem. From the shores of the Baltic the first migration of the Goths conducted them through the savage region that intervened, to the countries lying on the Euxine Sea.-From this sea they next opened themselves a passage to the southern branch of the Borysthenes, supposed to be the Prypee of the present day, their numbers increasing at each march by the Venedi and bers increasing at Bastarnee, who united with them in their devastations, allured by their success or terrified by their irresist ible power. The province of Dacia, reduced but not subdued by the arms of Trajan, offered little resistance to the entrance of the Goths, now fixed on its confines; and through this unresisting country, abandoning the *Ukraine*, they passed, in the reign of the Roman emperor Decius, into the second Mesia, a civilized province and colony of the Empire. events of this war exalted the character of the Barbarians, and struck a fatal blow to the vanity of Rome; the Goths advanced as far as Thrace, defeated the emperor in person on their way, and secured an introduction within the now defenceless limits of Their removal, on the Empire at any future time. this occasion, was only effected by the payment of tribute, which Rome, still boasting her empire over the world, was content to pay to an undisciplined and half-armed tribe of barbarians. Such was the result of first descent of the Goths upon the outposts of the the Roman dominion, in the year of our Lord 252.— Diverted from the western territory of the Empire, the Goths next turned to the no less inviting regions of the cast. They seized on the Bosphorus, passing over into Asia, they acquired an incalculable booty, effecting the subjugation of all the country through which they passed, and which offered scarcely a show of resistance to their dreaded arms. This is recorded as the first naval expedition of Goths. A second succeeded, and a third, which brought those northern barbarians before the Long Walls of Athens, the once famous Piræus. whole of Greece on the main land was ravaged is this descent of the Goths, who pursued their way to residence there for several months alone. Like the the maked invaders? Yet such, were it not for the the borders of the sea, beyond which they could be-celebrated work which suggested the story, its design invention of gunpowder, might hereafter be the fate hold the coasts of Italy, which had not yet been

in their career of devastation and victory; numbers were induced to submit to the authority of the Roman empire, and were incorporated with the soldiers of the emperor. The rest returned, with various fortune and adventures, to their seats in the Ukraine and on the borders of the Euxine sea. Innumerable wars succeeded the period of this great expedition of the Goths, in which the Romans were not always sufferers; vet the Gothic power steadily increased till the appearance of an enemy as formidable as they themselves had been when they first broke the bounds of their native wilderness, who threatened the wild countries of the present Sweden and Norwar and ruin no less to the half civilized people who way, while the rest proceeded towards the centre of had preceded them in their march towards the rich capital of the world, than to that capital itself. The the former were the Scandinavians, who, at a later kingdom of the Ostro Goths then extended from the Baltic to the Euxine sea, and its throne was occupied by Hermanric, one of their greatest princes, who ruled over an immense number of tribes. The Visi Goths, at the same time, occupied the banks of the Niester and the German side of the Danubius. fore the valour and ferocity of the Huns and Alani these once dreaded conquerors were either prostrated or put to flight; and the barbarians, who had so often sent terror to the gates of Rome, now begged its cle mency, and sued to be taken under its protection and received into the Empire. The emperor Valens was then upon the throne; and in his reign the Visi Goths were transported as tributaries and subjects within the ancient limits, which had not yet receded from the Danube and the Rhine. Established in Mœsia and for a time beyond the fear of the Sarmatians, the Goths soon began to forget their allegiance, and to desire, if not to enjoy, their old independence. next Gothic war was conducted, therefore, within the boundaries over which the Roman emperor pretend ed to rule; and the conflict was no longer for the integrity of the empire, but for its existence. Huns, Alani, Ostro Goths, and Visi Goths, united in this war; but the death of the Gothic leader, and the accession of Theodosius in the east, preserved yet a little longer the Empire and its name. For some time after this, the principal seats of the Gothic tribes were in Thrace and on the coast of Asia Minor, in which, in some measure, they resided as the stipen-diaries of the Emperor. The reigns of the succes-sors of Theodosius were coeval with the elevation of Alaric to the throne of the Visi Goths; and the wars of that people were renewed with a spirit which proved that they had not yet accustomed themselves to look upon the Romans as other than their enemies, and that they considered them still as legitimate a prey as when they first broke into their empire from the regions of the north. In the year 410 the city of Rome fell into the hands of these long aspiring warriors and all Italy, that had so long been the privileged destroyer of nations, experienced the retributive justice which had for ages been invoked against her ambition. But no permanent empire succeeded the oc-cupation of the Goths, and the death of Alaric terminated their sovereignty in Italy. Very soon after-wards, however, they obtained a less illustrious do-minion in Gaul, in which they occupied the whole of the 2nd Aquitaine on the sea-coast from the Garonne From this comparatively narrow terri to the Loire. tory, and which, moreover, they enjoyed but as sub-jects of Rome, the Goths extended themselves over all the other southern parts of Gaul, and crossing the Pyrenees, established a new monarchy in Spain.— We have thus traced the progress of the Visi Gothe to their final settlement in that part of the Empire which they were to hold as a permanent possession they here become the progenitors of the modern Spa niards, and require no longer notice from the historian of antiquity. The fortunes and fate of the other ra ces were not yet decided: but a branch of one of them. the Heruli, was destined very soon afterwards to put an end to the still remaining name and office of imperial power, and to fix a Barbarian throne in the seat of universal empire. The reign of Odoacer, however, and his Heruli, can hardly be placed to the account of the Goths, so long had that branch been severed from the original stem. When the Visi Goths became satisfied with the possession of Hispania. another numerous horde, the Ostro Goths, still roam ed without dominion equal to their courage and their The last years of the reign of Odoacer emwants. broiled him, with the leader of those still craving marauders; and the overthrow of the Heruli, and of the first Barbarian empire in Italy, was succeeded by the reign of Theodoric and the dominion of the Ostro Goths, A. D. 493. About 60 years afterwards the eunich Narses, at the head of the forces of Justin, emperor of the east, put an end to the Gothic ties enables them to use it with discrimination. For, usurpation in Italy. The above account is furnished

upon other data, and innumerable theories supply the place of authenticated fact. Two only seem deserve ing here of particular notice; the first involving the question, "were the Goths Scythians?" and the second, that of their affinity with the Germans. It seems, the better arguments are brought to prove that, in the early settlement of Europe, when a second migration from the cast impelled the Celtæ boyond the Danube and the Rhine, a division of the great Teutonic horde occurred; that a large portion directed itself beyond the Sinus Codanus towards Europe. These latter people were the Germans period, recrossed the gulf or sea, and, with the name of Goths, &c. possessed themselves of the abodes which the Germans, pressing on towards the limits of the empire, were abandening almost from day to day.

MEMOIR OF THE REV. T. T. THOMASON, by the Rev. J. Sargent, M. A., author of the Memoirs of Henry Martyn: N. York, D. APPLETON & Co.-The style in which this book is written is excessively bad quaint, ambitious and affected, and addressing itself in its best points to but a very small class of the com munity. We shall take another opportunity of speak ing of it below. The book itself is a very good one. It is the history of a fervidly plous and learned but simple minded man, and if plainly written, would have been a valuable addition, for general readers, to those works of biography which dealing rather with char acter than actions, teach us to draw a just estimate between the shining deeds of warriors and statesmen, and the less brilliant, but not less glorious, acts of those who court danger, privation and fatigue in disseminating the lights of knowledge and the comforts of religion in strange and barbarous lands. The Rev. Mr. Thomason was, like the lamented Bishop He. ber, among the number of those high-souled indi viduals, who, after sacrificing the delights of home, and breaking the endearing ties that bind all there for the sake of spreading the gospel in India, have ultimately fallen a sacrifice to their exertions in an uncongenial climate. His ministry endured for about eighteen years; during a part of which time the late distinguished Bishop of Calcutta bore the warmest testimony to his zeal and services. Bishop Heber, however, lots nothing fall in the just encomium he passes upon the clerical character of the subject of this memoir, to lead us for a moment to rank him (Mr. Thomason) as the author of his life would, with that eminent divine. Mr. Thomason was brought up as it were in the very bosom of the Church, from the early age of twelve, and, like any man who has moved but in a single sphere of life, and knows but little beyond its precincts, he was unfitted by education to become a teacher of mankind. As an expounder of Scripture, he was learned, zealous, and sincere; but as a disseminator and enforcer of its doctrines, he could hardly have been very successful, judging by the few specimens given of his discourses in the work before us. The style is mystical and figurative, made up chiefly of scriptural expressions, such as is becoming in a clergy. man addressing a clergyman, but with nothing in it to take hold of a worldly mind, and "come home to the business and bosoms" of ordinary men. And this brings us again to the style of the book before us, which is of the same complexion, though heightened in degree. The vulgar use, or rather abuse, of Scriptural expressions, while it is the commonest, we hold to be one of the very worst vices of composition in a religious work. The language of the sacred Volume is almost always poetical, frequently so in the highest degree; and it should never be used in composition, unless to illustrate the loftiest subjects, and then only by those whose just perception of its beau apart from the reverence attaching to it from holy

violated by the foot of a barbarian. Here they paused linquiry concerning the origin of the Goths proceeds || nary instruction, as would be the imaginative phrase. ology of Ossian to those of common conversation. It should be reserved for themes sublime, and master hands alone. But how different is the case with most writers and speakers upon religious matters. Instead of waiting till the grandeur of their subject or the ardor of composition shall strike its heavenly metaphors fresh from their minds, as the stream that gushed beneath the rod of the prophet, they open the floodgates of biblical illustration at the very commencement of their discourses, and squander the living waters as prodigally as if they would hide the barren channel over which they are made to flow. The most commonplace thoughts are dressed up in the sublimest language, and each hiatus, in their chain of reasoning, filled up with some mongrel mystical expression. mode of writing and speaking, which is not only offensive to good taste, but really pernicious in its effect upou those addressed, is after all a mere matter of habit, and can easily be got over, if the writer, when a man of plain, strong mind, will confine himself to plain, simple apeaking, and remember that unless in the way of texts and authorities, he has no more to do with the figurative language of the bible in the pulpit, than he has with the gait of a dancing master on his walk up the aisle; while, if he really have that poetic appreciation—that exquisite perception of the lofty beauties of the sacred compositions, which exist in some minds—there must be a delicacy of taste about him-a sensibility to external beauty which will enable him generally to derive his illustrations from this breathing world around, and clothe them in language befitting his sacred office, leaving the deep and pure well of biblical literature to be drawn from only on high and solemn occasions.

There is yet another consideration, in this matter of style in religious writings; and although we have already exceeded our limits, it may be added here. The assuming and keeping up a peculiar phraseology in works of this description, tends more than any thing else to make them sealed books to nine tenths of the world. The same simplicity should be aimed at in religious writings as now prevails in all treatises upon the arts and sciences. A lawyer, who talked to his clients in the technicals of the courts. would hardly be listened to long; and the pastor who addresses his flock altogether in the language of the conventicle, is likely to have but few understanding hearers. Our pen has run on so heedlessly this morn ing as not to leave us room for a word of comment upon the following extracts. The first is the elo. quent and forcible appeal of the American Mission. aries to the Governor General of India, upon their being expelled from that country, and the second is a picture of the desolation its provinces presented to the eye of Mr. Thomason, when travelling with the GOVERNOT.

"We would solemnly appeal to your Excellency's conscience, and ask, Does not your Excellency believe that it is the will of Christ, that his gospel should be preached to these heathers? Do you not believe that we have given a credible testimony that we are ministers of Christ, and have come to this country to preach His gospel? Would not prohibiting us from preaching here be a known resistance to his will? Can you justify such an exercise of your power to your God and final Judge?

"It is our ardent wish that your Excellency would compare most seriously such an exercise of civil authority with the general spirit and tenor of our Saviour's commands. We most earnestly entreat you not to send us away from these heathens. entreat you by the time and money already expended on our mission; by the Christian hopes and prayers attending it; we entreat you by the spiritual misery of the heathen daily perishing before your eyes; we entreat you by the blood of Jesus, which was shed to redeem them; as ministers of Him who has all power in heaven and earth, and who with his farewell and ascending voice, commanded his ministers to go and teach all nations, we entreat you not to by the accredited authority of history; but another association, it is as unsuited to the purposes of ordi-the principles of our belleval to the purposes of ordithe principles of our holy religion by which you hope

preaching the same religion to these perishing idolaters. By all the solemnities of the judgment day, when your Excellency must meet your heathen subjects before God's tribunal, we entreat you not to hinder us from preaching to them that gospel, which is able to prepare them, as well as you, for that awful day.'

*To have once taken the tour of the Bengal provinces, will be of great advantage in future opera-tions. But there is nothing to tempt a second visit To a feeling heart, the prospect of desolation is most The country affords much to gratify a castressing. The country amoras much to gratify a to adopt some motto or fictitious signature; and to naturalist, and an antiquarian; but the pursuits of succompany their communications with a sealed note, containing the address of the author, on which will be endorsed the motto or signature used in the essay. Hindostan, in all their nakedness, the dire effects of those contentions, which for centuries have depopulated the country, and covered its face with mines. distressing. lated the country, and covered its face with ruins.

The ruins of Delhi are of surprizing extent, reaching sixteen miles or more; a sickening sight! Oit made us sad to go through the awful scene of desohade us say to go through the awith scale of the piles of stones, broken pillars, domes, crumbling walls, covered the place. The imperial city presents nothing but the palace to give an idea of its greatness, and only appears grand from the magnificent wall in the pill scale of the with which it is surrounded, which still retains its beauty—being built of hard stone. Within is poverty and departed grandeur-all is going to decay. The famous hall of audience remains, built of marble, richly inlaid with stones sufficiently beautiful to realize all our expectations. We saw in the gardens the reigning prince, the poor representative of Timur's house. He was taking an airing, carried preceded on a Tonjoh-(a chair borne on shoulders) by a train of attendants bawling out his titles; he bowed to us, and appeared an intelligent man. The courts of the palace—the attendants—the offices of the servants—all gave an appearance of wretched-ness one could not behold without a sigh.'

The new work on Chronology just published by Jonathan Leavitt, shall have full justice done it in our

LECTURES FOR COMMON SCHOOLS .- We take pleasure in publishing the annexed notice-and shall repeat it from time to time, in the hope that it may attract the attention of some minds gifted with the high faculty of imparting sound and accurate knowledge, in plain and comprehensive language; and no higher or more beneficial employment of the loftiest faculties can be devised, than that of thus ministering to the instruction of the young :

Notice to Literary Persons.—A deposit has been made with the Life Insurance and Trust Company, in the city of New York, subject to the control of the subscribers and their associates, for the purpose of procuring LECTURES, or ESSAYS, on various subjects connected with scientific education, to be read in Common Schools of this State. To carry this pur-pose into effect, the subscribers give notice that they, or either of them, will receive manuscript essays or lectures, on the following subjects, at any time before the first day of January next; and that, to the author of such of them as shall be selected and approved, by the Superintendent of Common Schools and the subscribers and their associates, there will be paid remiums hereinafter mentioned.

Should parts of several lectures be taken, the pre mizm for the course of lectures on that particular subject, will be divided among their authors, in proportion to the quantity taken. The lectures are to be adapted to the capacities of children, and are to be divided into portions or sections, one of which

wan be conveniently read in half an hour.

The following are the subjects, on each of which a course or series of lectures is now solicited :

1. On the application of Science to the useful arts for the best course of lectures on which, a premium of two hundred dollars will be paid.

On the principles of Legislationwill be one hundred dollars.

3. On the intellectual, moral and religious instruc-sion of the youth of this State by means of Common Schools—the duty of affording such instruction—and the improvements of which the system may be sus-ceptible—a premium of two hundred and fifty dollars.

It is not expected that the essays will be entirely original either in matter or manner, but rather that the best authorities will be consulted; and even abstracts of the writings of approved authors will be received, if the original authority is designated. It is not desirable that the lecturer should dwell on detail, except where it may be useful for the purpose of reception at Gand.

to be saved, we entreat you not to prevent us from | illustration; nor will the brevity, which is essential | to the plan, permit full elementary instruction on the the journey of the Duke of Orleans to London had subject of the course of essays. General principles and results, and those striking and plain illustrations which will excite attention and inquiry--which will be essculated to deposit in the youthful mind the seeds of knowledge and lead it to investigation and reflection, will best promote the object in view.

It is desired that the authors will not communicate their names with their essays: and that they will not furnish any means by which they may be known until after the selection is made. They are requested to adopt some motto or fictitious signature; and to lectures, to which a premium shall be awarded : the others with their accompanying essays, will be subject to the direction of their authors.

The lectures selected will be printed and distributed to every common school in this State: and subject from time to time to such use, the authors may, if they please, secure the copy-right of their productions

Essays will be received from any quarter, either in this country or from abroad, and may be transmit. ted to either of the subscribers at their charge.

May 20, 1833.

JOHN C. SPENCER Canandaigua, N. Y. Benjamin F. Butler, Albany, N. Y. Philo C. Fuller, Geneseo, N. Y. Geneseo, N.

IT It is hoped that editors of newspapers general ly, will be willing to promote the mentorious cojects of this notice, by giving it a few insertions in their will be willing to promote the meritorious objects papers, gratuitously.

FOREIGN INTELLIGENCE.

By the Henry IV. we have our Paris files to 17th May inclusive. The only really important item of news-and that, if authentic, is important-is the rupture for the second or third time, of the negotiations between the Porte and the Egyptians. According to the latest Constantinople dates, Mehemet Ali had become more exacting in his terms, and the Turks, owing to the approach and support of the Russians, were less disposed to yield any thing. European intrigue is, we take it for granted, at the bottom of all this vacillation of councils, and if so, a European war is more and more probable.

The Duchess of Berri, whom her recent marriage has politically annihilated, is now to be set at liberty. She was probably only detained in custody until, by her shaken the tree, and John has picked up the apples. confinement, the fact of her having contracted engage. ments incompatible with her claim to be Regent for her son, the soi-disant Henry V., could be irrefutably established. That such precaution was, in this point of view, necessary, is manifest from the pertinacity with which, even now, the ultra legitimists persist in treating the whole story of her marriage and ma ternity as a fiction.

The Gazette de France, of 17th May, says, "We have this moment received from Bordeaux a letter of the 12th, from a person in whom we have full confidence, stating that the Government had formally as-sured Madame that she should speedily be set at liberty. This promise had already produced a striking mprovement of her health."

The Journal des Debats of 16th, says-" It is confidently stated that the Duchess of Berri will be sent to Palermo as soon as her condition will allow of it."

The Gazette de France states, as a rumor daily acquiring more consistency, that the French Ministry, and especially Messrs. du Broglie, Guizot and Thiers, contemplate a dissolution of the Chamber of Deputies at the close of its present session. The reason assigned by the Gazette for such a step, is the desire of the ministers named to re-establish the hereditary peerage. But that we should think impossible-revolutions do not go backwards.

The Belgian and Dutch question is still in agita tion, with no prospect of a speedy termination.

The Belgian King is said to have received a cold

It was reported in the Chamber of Deputies that been the cause of several duels. It was said that a rencontre had taken place between Achille Murat, son of the late King of Naples, and Gen. Marbot, aid de camp of the Duke of Orleans. Another rencontre is said to have occurred between the Prince Royal and Prince Lewis Bonaparte. These rumors are not vouched for, as they are not spoken of in private letters nor in the London journals.

PARIS. May 16 .- The rumors which have been in circulation for two days past, of a rupture of the negotiations between Ibrahim Pacha and the Porte, are confirmed to-day by the Augsburg Gazette, which contains the following article:--

Constantinople, April 23 .- (By express.)en to inform you, that the negotiations with Ibrahim are still interrupted, and that we expect here that hostilities will be resumed. Ibrahim has received orders from his father, not to give up the district of Adana, and he will not evacuate Anatolia before the Sultan has ceded that district. But the Sultan will no longer listen to this cession; he has declared on the contrary, that having given sufficient proofs of condescension, he now retracts all his concessions. The Sultan, therefore, considers all the proposals hitherto made null and void, now that a Russian army is arrived to protect him. He has an entire confidence in Russia, and Admiral Roussin has been completely deceived. I have told you repeatedly in my previous letters, that the Porte only negotiated to gain time, and this, it appears, has not been believed either at head-quarters at Koniah, nor by the French Embassy, where they now reproach themselves with not hav-ing foreseen the real intentions of the Ottoman Porte; for Ibrahim will not dare attack the Russian camp, and if he loses time, it will be difficult for him to keep the field. The principal corps of the Russian army will arrive on the 15th May at Constantinople, and immediately assume the offensive. The most perfect understanding reigns between the Russian troops and the Turkish authorities: each party overwhelms the other with politeness, and the Sultan pays particular attention to the supply of the army of his auxiliary. At present there are 14000 Russians in the camp near Scutari, and to-morrow 400 Turkish artillery men will join them. Russian officers have been sent to the Dardanelles, to put the castle in a state of defence. The war thus now appears about to commence seriously. What events shall we witness! The most perfect tranquility reigns in the capital, and no doubt the presence of the Russians has greatly contributed to preserve it."

FALKLAND ISLANDS.—Advices from the Falkland Islands come down to April 4th. H. B. Majesty's surveying sloop Beagle, of 10 guns, arrived there on the 2d. About 30 persons of all nations now consti-tute the colony at the Falklands. It seems to be understood at Buenos Ayres that these Islands now be

SUMMARY.

WESTFOINT.-The following list presents the names of the first five Cadets of each class attached to the Army Register, conformably to a regulation for the government of the Military Academy, requiring the names of the most distinguished Cadets, not exceeding five in each class, to be reported for that purpose after each annual examination.

The Cadets of the first class having completed their academic course, have left the institution.

PIRST CLASS.... Frederick A. Smith, Massachusetts.
Jonathan G. Barnard, do.
George W. Cullum, Fennsylvania.
Rufus King, New York.
Francis H. Smith, Virginia.

Willian T. Succason, results, v. Charles H. Bigelow, Massachu Charles J. Whiting, Maine. George M. Legate, New York. John H Martindale, do. Thomas T. Gantt, Maryland, THIRD CLASS...

James L. Mason, ———,
Danville Leadbeter, Maine.
Alexander Hamilton, New York
Barnabas Conkling, do.
Joseph R. Anderson, Virginia. FOURTH CLASS.

We find the following paragraph in the Louisville (Ky.) Journal of 17th instant:

SENATOR BUCKNER.—A gentleman from St. Louis informs us, that the Hon. Mr. Buckner, member of



NEW-ORLEANS, JUNE 8.—The Mississippi is falling, and was yesterday 3 feet 9 inches below high water mark. The weather continues without the smellest perceptible change—the sun burning hot, and in the shade where the wind has access, (there being a constant stiff south-eastern breeze) it is, to us at least, disagreeably cool, and must be unhealthy, by toe suddenly stopping perspiration—then, there has been no rain, since we know not how long, and the atmosphere is a cloud of dust in every street where there is business enough to stir it up. It is difficult to imagine a place more disagreeable than this at this moment.

We find the following queer announcement in the Westfield Eagle, printed in Chatauque county, in this State :

LEWIS C. TODD has renounced Universalism. We believe there is not another preacher of that doctrine in the county.

ANECDOTE OF JOHN RANDOLPH .- The Hon. Peter who was a watch-maker, and who had represented B - county for many years in Congress, once made a motion to amend a resolution offered by Mr. Randolph, on the subject of military duties. Mr. Randolph rose up after the resolution had been offered, and drawing his watch from his fob, asked Mr. —— what o'clock it was? He told him. 'Sir,' replied the orator, 'you can mend my watch, but not my motions; you understand tictics, but not tactics.

Great Freshet .- On Friday afternoon last, the Raritan River commenced rising with great rapidity, and before 12 o'clock at night, the water was on the wharves at New Brunswick. Large quantities of pine wood, timber, flour, &c., were swept off; and so thickly was the river covered with the floating property, that a man of ordinary agility could have crossed over with nearly as much safety as on a bridge. At South Amboy it also did much damage. A passenger from Philadelphia informs us that, in passing up on Saturday, he saw upwards of eighty barrels of flour floating down the stream, together with the roof of a building supposed to have been a mill.—[Standard.}

SHAWNERTOWN, (ILLINOIS) JUNE 8.—Steamboat Burnt.—On the 29th ult. the Steamnoat 'Forrester,' owned by Captain Earheart, of this place, was discovered to be on fire while discharging her freight at Baxter & Hixon's landing, on the Cumberland River; but the fire had spread so rapidly before discovered, as to render all efforts to extinguish it unavailing.—
The Forrester was loaded chiefly with Salt. 325
barrels of salt were, together with all the other con-

-The Schr. Nile has arrived at Boston from Hallowell, with 100 bushels of shoe pegs !-The Mercury has arrived from Eleuthera with a car. go consisting of 31,584 pine apples!

COLUMBUS, (GBO.) JUNE 15 .- Cholera - Famine The fear at first produced in this place by the approach of the cholera, seems to have entirely passed away, and given place to the fear of another scourge equally painful -that is famine.

Since the rumor reached this place that the Chole ra was at the Bay, there has been a great scarcity of the produce of the country in our market. A few barrels of flour arrived the other day, and were sold off immediately at \$13 per barrel.

Pedestrianism.—The gentleman who has engaged to walk a distance of 2,000 miles in seventy days, living the whole time on bread and water, was weigh. ed at Puller's Gymnasium on Sunday morning. weighed in his pantalons, shirt, and light shoes, 1181bs. Yesterday morning he set off on his arduous undertaking. At a quarter past 10 o'clock, he reached East Chester, and expected to be at the Tontine, in New Haven, by night.—[Courier.]

Letters (says the Gazette of this morning) were received yesterday as late as the 6th ult. from on board the U.S. frigate United States, then at Genos. All were well en board.

PRINCETON, JUNE 22.—The corner stone of the new Gollege building in this place, was laid on Thursday last. It is expected that the walls will be reared by the ensuing autumn. The edifice will be 100 feet in length by 40 in depth, and 4 stories high.-[Cour.]

he U. S. Senate, died last week of the Cholera. His ady died of the same disease and at about the same frigate Constitution. The veteran Isaac Hull had the comparation the command of the ship, and with his speaking and publication.

New-Orleans, June 8.—The Mississippi is fallwith a proud spirit. On board the frigate, were the Vice President, the Secretary of the Navy, the Secretary of War, Hon. Joel R. Poinsett of South Carolina, His Excellency Governor Lincoln, His Honor the Lieut. Governor, and many distinguished strangers, who are now the guests of the city. At half past 5, a salute was fired from a battery in the yard, and the gates of the Dock were opened. In about 25 minutes the gallant ship was safely ledged within and the hundred horse power engines immediately commenced pumping out the water, the Columbus 74 paying a grand salute to the occasion with her long thirty-two pounders.

After the entrance of the Constitution into the Dock, Com. Hull delivered three canes to the Sec-retary of the Navy, made of the original timber of the ship, which he stated were intended for the President, Gov. Lincoln and Mr. Poinsett of South Caro.

Mr. Woodbury observed that he felt much pride in being selected as the individual to deliver the pre-sents to the distinguished personages for whom they were designed. It added to his proud satisfaction to do the act on the deck of a ship that had accomplished so much for our National character, and which was so justly a public favorite. So far as it was in the power of man to preserve a vessel which was an emblem of this mighty Republic, and from whose bond of union it derived its name, he hoped that it would be done.

He regretted deeply that the indisposition of the President prevented his being present on the occasion, and he would therefore place in the hands of the Vice President the gift designed for the Chief who was richly entitled to the appellation of 'First in War, First in Peace, and First in the hearts of his Countrymen.'

The presents were then placed in the hands of the respective gentlemen, who returned their thanks in an appropriate manner.

Commodore Elliott, it will be recollected, commanded the Naval station at Charleston during the last winter and had ample opportunity to witness the noble stand taken by Mr. Poinsett against the Nulli-fiers and in defence of the Federal Constitution.

The gift to this eminent patriot could not therefore have been otherwise than gratifying. In making his acknowledgments, he said that he was proud to be a citizen of these United States and he was also proud that he was a native of South Carolina. Though some of the leading politicians of that State had pursued a course that was at war with the existence of the Union, he was happy in having an opportunity to say, that their voice was not the voice of the people-

Commodore Hull gave his orders on board in true sailor-like character. To his remark that he was not at home in making speeches, Commodore Elliot replied, 'No matter, my friend—make your speech as short as your fight and all will be satisfied,'

A society has been formed in New Haven, Connecticut, for the purpose of "improving the city in pamper the vices of a corrupted court. its architecture and its scenery." The following extracts from its first reports given in a morning paper indicate the views and spirit with which the associa tion is to be conducted:

There are various subjects connected with econ omy and durability of architecture, upon which the public need to be better informed. Such are the following:—the comparative cost of stone, brick, wood, and stucco-their relative durability-their peculiar properties as respects warmth, dryness, and healthfulness—the most economical and effectual modes of warming: the structure and position of wells and cisternsthe relative value of different kinds of roofing, as shingles, slate, tin or zinc.

Nor would the enquiries respecting convenience, economy, and durability, be confined to dwelling houses; but they would extend to out houses, stores, and architectural structures of every kind both pub. lic and private,

In the third place, the improvement of the public iaste, and the embellishment of the city upon classic models, the Committee view as one of the principal and most important objects of the proposed associa-

It is not supposed that large funds will be required to accomplish the views of the association. Funds. From the Boston Atlas of Tuesday.]

Boeking or Old Industries.—That splendid strue, to get a subject upon which we may be to defray the expense of drawings and engravings; ture, the Dry Dock at the Navy Yard in Charlestown, and perhaps the publication of the reports or volume of Transactions may require some aid from the association. Funds, this is a subject upon which we may be justly proud. But there is another consideration, and perhaps the publication of the reports or volume which, if it did not naturally arise of itself, would be promised in June 1827, and lately finished, was of Transactions may require some aid from the association.

A comparatively short period would probably be sufficient to accomplish the objects in view of the association, and it is not contemplated to prolong its existence beyond the time necessary to effect this purpose.

Benefits to be anticipated from the proposed association :

In the first place, we regard whatever conduces to elevate and refine the public tasto—to place daily before the eyes fine models of architecture, and beautiful scenery, as a source of rational gratification. It furnishes, moreover, much encouragement to attempt these improvements, that good taste, in regard to architecture, gardening, court yards, public squares, and rural embellishments, as shade trees and shrub. bery, are not necessarily expensive. A cottage con. structed in fine proportions, neatly painted, and sur-rounded with a handsome enclosure, embracing fine shade trees, and beautiful shrubs and flowers, is trequently an object of more admiration and delight than the most costly mansion unaccompanied by these ornaments of the vegetable kingdom. Art is expensive, and her higher productions are inaccessible to all but the wealthy. Nature has placed many of her finest productions within the reach of every man. Nature and art combined have wonderful powers to exalt each other.

MISCELLANY.

[From Verplanck's Discourses.]

THE CHARACTERISTICS OF AMERICAN HISTORY. It has not, like the history of the old world, the harm of classical or romantic associations, and it bends itself with difficulty and without grace, to the purposes of poetry and fiction. But in ethical instruction, in moral dignity, it has no equal.

The study of the history of most other nations fills the mind with sentiments not unlike those which the American traveller feels on entering the venerable and lofty cathedral of some proud old city of Europe. Its solemn grandeur, its vastness, its obscurity, strike awe to his heart. From the richly painted windows, filled with sacred emblems and strange antique forms, a dim religious light falls around. A thousand recollections of romance and poetry, and legendary story, come thronging in upon him. He is surrounded by the tombs of the mighty dead; rich with the labors of ancient art, and emblazoned with

the pomp of heraldry.
What names does he read upon them? Those of princes and nobles, who are now remembered only for their vices; and of sovereigns, at whose death no tears were shed, and whose memories lived not an hour in the affections of their people. too, he sees other names, long familiar to him for their guilty or ambiguous fame. There rest the blood-stained soldier of fortune—the orator, who was ever the roady apologist of tyranny—great scho-lars, who were the pensioned flatterers of power-and poets, who profuned the high gift of genius, to

Our own history, on the contrary, like that poetical temple of fame reared by the imagination of Chaucer, and decorated by the taste of Pope, is almost exclusively dedicated to the memory of the truly great; or rather, like the Pantheon of Rome, it stands in calm and serene beauty amid the ruins of ancient magnificence and "the toys of modern state."
Within, no idle ornament encumbers its bold simplicity. The pure light of heaven enters from above and sheds an equal and serene radiance around. As the eye wanders about its extent, it beholds the una. dorned monuments of brave and good men who have greatly bled or toiled for their country, or it rests on votive tablets inscribed with the names of the blest benefactors of mankind.

Hic manus, ob patriam pugnando, volners pa Quique sacerdotes casti, cum vita manebar, Quique pli vates, at Paoebo digna locuti, Inventas aut qui vitam excolurre per artes, Quique sui memores, allos fepere nggrando.

(Translation.)
Patriots are here, in Freedom's battles slain,
Priests, whose long lives were closed without a stain,
Bards worthy him who breathed the post's mind,
Pounders of arts that dignify mankind,
And lovers of our race, whose labors gave
Their names a memory that defies the grave.
Vikell—From the MS. of Bryant.

Sources of National Pride.

the benefits we have received from others? have been repeatedly told, and sometimes, too, in a tone of affected importiality, that the highest praise the Indians, through the means of which, should they which can fairly be given to the American mind, is ever become concentrated by any common point of that of possessing an enlightened selfishness; that if union, they would infinitely surpass, in barbaric the philosophy and talents of this country, with all splendor, the achievements of the ancient Peruvians their effects, were for ever swept into oblivion, the loss would be felt only by ourselves; and that if to the accuracy of this general charge, the labors of United States, who, hemmed in by our fixed popula-

Without abandoning the fame of our eminent men, whom Europe has been slow and reluctant to honor, we would reply: that the intellectual power of this people has exerted Itself in conformity to the general system of our institutions and manners; and the winds, uniting the errant propensities of the Intherefore, that for the proof of its existence and the dian hunter and the Tartar horseman, are peculiar measure of its force, we must look not so much to the works of prominent individuals, as to the great aggregate results; and if Europe has hitherto been wilfully blind to the value of our example and the exploits of our sagacity, courage, invention, and freedom, the blame must rest with her, and not with

er and dignity; such as had before existed only in trampled on the nation, down through the tyranny of the Utopian dreams of philosophers? Is it nothing, many a provincial autocrat, to the time when Tupa in moral science, to have anticipated in sober reality namerous plans of reform in civil and criminal juris-prudence, which are but now received as plausible torn asunder by four wild horses. But a ray of theories by the politicians and economists of Europe? Is it nothing to have been able to call forth on every lution has raised them, in common with the other emergency, either in war or peace, a body of talents always equal to the difficulty? Is it nothing to have, in less than half a century, exceedingly improved the sciences of political economy, of law, and of medicine, with all their auxiliary branches; to have enriched human knowledge by the accumulation or a great mass of useful facts and observations, and to have augmented the power and the comforts of civilized man, by miracles of mechanical invention? Is that distinction, which, in times of civil commotion, it nothing to have given the world examples of disinterested patriotism, of political wisdom, of public lt may be leng ere the multifarious and many-colored virtue—of learning, eloquence, and valor—never excepted save for some praiseworthy end? It is sufficiently and sufficientl cient to have briefly suggested these considerations; every mind would anticipate me in filling up the details.

-Land of Liberty! thy children have no cause to blush for thee. What though the arts have reared few monuments among us, and scarce a trace of the Muse's footstep is found in the paths of our forests, or along the banks of our rivers; yet our soil has en consecrated by the blood of heroes, and by great and holy deeds of peace. Its wide extent has become one vast temple and hallowed asylum, sanctified by the prayers and blessings of the persecuted of every

set, and the wretched of all nations.

Land of Refuge—Land of Benedictions! Those prayers still arise, and they still are heard: "May peace be within thy walls, and plenteousness within thy palaces!" "May there be no decay, no leading into captivity, and no complaining in thy streets! "May truth Hourish out of the earth, and righteous ness look down from Heaven!"

Indians of South America .- C. Cushing, Esq. in his interesting Reminiscences of Spain; makes these remarks:

The destiny of the Indian races in Spanish Amer ica has been widely and remarkably different from what it is in the United States. Here the aboriginal nations have little or no physical weight in the pro-gress of events, and are scattered, in weak tribes, over the face of the land, withering and dwindling daily before the overpowering beams of civilization. There, they constitute a large and important ele-ment in the population, aggregated into powerful capable by themselves alone of exerting a decided influence upon affairs, and holding, whether as independent communities, or as the subjects of the Spanish Americans, a rank in the scale of public estimation from which no conceivable change of dynasty or governments can cast them down, and possessing importance which the late revolution has powerfully contributed to strengthen and perpetuate.

Of the independent nations, like the Araucos, the Abipenians, and the various other tribes in the vast interior regions of the continent, who have never bowed the neck under the Spanish yoke, the spirit, vigor and numbers are well known to be far from

What has this nation done to repay the world for on the wanderers of the immense savannahs of the a silver trumpet, to all the gay and splendid associate benefits we have received from others? We South, has communicated an energy and a power of tions of chivalry and romance. South, has communicated an energy and a power of forcible and rapid impression to the movements of the Indians, through the means of which, should they ever become concentrated by any common point of union, they would infinitely surpass, in barbaric childhood, she was the intended bride of Sydney, and Franklin present an illustrious, it is still but a solition, have no resource but either to adopt the mantary, exception.

The answer may be given, confidently and triumphusers of their creeks, who, hemmed in by our fixed population, have no resource but either to adopt the manners of civilized neighbors, to be gradually extinguished, or to fly with the feeble remnants of their might beyond the Mississippi: and how striking is the relative consequence of South Americans! These nomadic nations, therefore, who sweep the verdant plains of the South, on steeds tameless and swift as events intrinsic to America.

But other portions of the Indian population are fast attaining importance from quite different causes. Among these are the Peruvians, and the observa tion may serve as an apology for now rescuing from unmerited oblivion some of the obscurer incidents of is it nothing for the universal good of mankind to have carried into successful operation a system of self-government, uniting personal liberty, freedom of opinion, and equality of rights, with national powers and dignity; such as had before aviated only in the conquest, when the lawless hand a first conquest, when the lawless hand a first conquest, when the lawless hand a first conquest, when the lawless hand a first conquest, when the lawless hand a first conquest, when the lawless hand a first conquest, when the lawless hand a first conquest, when the lawless hand a first conquest, when the lawless hand a first conquest, when the lawless hand a first conquest, when the lawless hand a first conquest, when the lawless hand a first conquest, when the lawless hand a first conquest, when the lawless hand a first conquest conquest, when the lawless hand a first conquest conquest, when the lawless hand a first conquest c many a provincial autocrat, to the time when Tupa Catari shook the walls of La Paz with the cry of libdegraded castes, from the dust where they had been grovelling for centuries. In this democracy, rank must follow the lead of talent; and in South America, men of Indian descent, particularly those of mixed blood, begin to learn their consequence from the for-tune of war. Mulattoes and mestizes are amongst vil. some of them have arisen upon its stormy waters to Is that distinction, which, in times of civil commotion, sin. it is impossible to withhold from superior qualities. tematic movement of our own more fortunate land But whether in peace or in war, in times of discord or of tranquility, a race of mon, which rises to two thirds of the whole population, which furnishes the laborers, and mans the fleets and armies of a republican country, cannot easily relapse into insignificance or into the state of abject servitude. And a perma nent melioration of condition is therefore the neces sary consequence of the actual position of the Peru

> [From Mrs. Jamieson's Loves of the Poets.]
> Shaksprark.—It is not Shakspeare as a great poe bearing a great name,—but Shakspeare in his less divine and less known character,—as a lover, and a man, who finds a place here. The only writings he has left, through which we can trace any thing of his personal feelings and affections, are his Somiets.

> Of these there are many which are without doub inspired by the real object of a real passion, of whom nothing can be discovered, but that she was dark-eyed and dark-haired, that she excelled in music; and that she was one of a class of females who do not always in losing all right to our respect, lose also their claim to the admiration of the sex who wronged them, or the compassion of the gentler part of their own, who have rejected them. This is so clear from various passages, that unhappily there can be no doubt of it. He has flung over her, designedly it should seem, a veil of immortal texture and fadeless hues, "branched and embroidered like the painted spring!" but almost impenetrable even to our imagination. There are few allusions to her personal beauty, which can in any way individualise her, but bursts of deep and eloquent reproach, and contending emotions, which show, that if she could awaken as much love and impart as much happiness as woman ever inspired cr bestowed, he endured on her account all the pangs of agony, and shame, and jealousy;-that our Shakspeare,—he who, in the omnipotence of genius, wielded the two worlds of reality and imagination in cither hand, who was in conception and in act scarce less than a god, was in passion and suffering not more than man.

SIR PHILIP SYDNEY. At the very name of Sir Philip

for several years they were considered as almost engaged to each other: it was natural, therefore, at this time, that he should be accustomed to regard her with tenderness and unreproved admiration, and should gratify both, by making her the object of his poetical raptures.

So far Stella appears in a most amiable and captivating light, worthy the romantic homoge of her accomplished lover. But a dark shade steals, like a mildew, over this bright picture of beauty, poetry, and love, even while we gaze upon i. The projected union between Sydney and Lady Penelope was finally broken off by their recentive families for finally broken off by their respective families, for reasons which do not appear.

Tasso.—Leonora d'Este, a princess of the proudest house in Europe, might have wedded an emperor, and have been forgotten. The idea, true or false, that she it was who broke the heart and frenzied the brain of Tasso, has glorified her to future ages; has given her a fame, something like that of the Greek of old, who bequeathed his name to immortality, by firing the grandest temple of the universe.

-There is a tradition mentioned by all his biographers, that while Milton was a student at Cambridge, an Italian lady of rank, who was travel-ling in England, found him sleeping one day under shade of a tree, and struck with his beauty, wrote with her pencil on a slip of paper, the pretty madri-gal of Guarini, which Menage translated for Madame de Sevigne, "Occhi, stelle mortali," and leaving it in his hand, pursued her journey.

It is a curious circumstance, and one but little consonant with the popular idea of Milton's austerity, that the object of his poetical homage, and even of his serious admiration, was an Italian singer; but it must be remembered, that Milton the son of an ac-complished musician, was, by nature and education,

peculiarly susceptible to the power of sweet sounds.
I cannot find that either Leonora Baroni, or her
mother Adriana, ever appeared on a stage; yet their celebrity had spread from one end of Italy to the other. Milton joined the crowd of Leonora's votaries at Rome, and has expressed his enthusiastic admiraon, not only in verse but in prose.

Milton was three times married. The relations of his first, (Mary Powell,) who were violent royalists, and ashamed or afraid of their connection with a republican, persuaded her to leave him. She absolutely forsook her husband for nearly three years, and resided with her fumily at Oxford, when that city was the head-quarters of the King's party. "I have so much charity for her," says Aubrey, "that she might not wrong his bed; but what man (especially contemplative,) would like to have a young wife environed and stormed by the sons of Mars, and those of the enemie partie?

Milton, though a suspicion of the nature hinted at by Aubrey never rose in his mind, was justly incensed at this dereliction. He was on the point of di-vorcing this contumacious bride, and had already made choice of another to succeed her, when she threw herself, impromptu, at his feet and implored his torgiveness. He forgave her: and when the repub-lican party triumphed, the family who had so cruelly wronged him found a refuge in his house. This woman embittered his wife for fourteen or 15 years.

Milton's second and most beloved wife (Catherine Woodcock) died in child bed, within a year after their marriage.

After her death-blind, disconsolate, and helploss he was abandoned to petty wrongs and domestic discord; and suffered from the disobedience and unkindness of his two eldest daughters, like another Lear. His youngest daughter, Deborah, was the only one who acted as his amanuensis, and she always spoke of him with extreme affection. On being sud-denly shown his picture, twenty years after his death, she burst into tears.

These three daughters were grown up, and the youngest about fitteen, when Milton married his third wife, Elizabeth Minshull. She was a kind-hearted woman, without pretensions of any kind, who watched over his declining years with affectionate care. One biographer has not scrupled to assert, that to her tender reverence for his studious habits, and to the peace and comfort she brought to his heart and home, we owe the l'aradise Lost. If true, what a debt im-mense of endless gratitude is due to the memory of contemptible. The possession of that noble animal, Sydney,—the generous, gallant, all-accomplished this unobtrusive and anniable woman !—[From Mrs. the horse, especially, by bestewing pastoral habits Sydney,—the roused fancy wakes, as at the sound of Jamison's Loves of the Poets.]

JOHN RANDOLPH, OF ROANOKE. No. VI.

" Feb. 19, 1825.

"In return for your very agreeable letter of the "13th, I am almost ashamed to send you this cos-" tive reply; but my health is worse than ever, and "I have suffered more within three days past from my accident at Stoney Stratford, than I did at the "time when the injury was received.
"I have seen Mr. Robert Owen. He is in raptures

"with his new purchase. He says that although he has no concealments, and hates to have any ** thing to conceal, yet at Rapp's request he has not "mentioned the price. It is certainly nothing like
the sum mentioned in the papers. He has bought
every thing, flocks, herds, &c. as it stands.

"Thanks for your Irish news. It always gives

44 me pleasure to hear from that quarter, and of such
45 men as Spring Rice and the Knight of Kerry. Suc-" cess to their schemes, for they have the good of mankind in view.

" Believe me to be with the utmost respect and

44 regard, truly yours,

" Christmas day, 1826. " Perhaps you will have thought it strange that " no notice has been taken of your letter of the 19th inst.; but my excuse is that I have this moment found it among a mass of loose papers where some officious attendant had thrust it. Be assured that
I retain a pleasing recollection of the acquaint
ance that I had the good fortune to form with you
on our passage to England, and of the agreeable
hours that we have spent together.

As you suppose, I did not visit Ireland this year,

" neither was I so fortunate as to meet with that exemplary son of hers, Mr. S. Rice. Lord L told me that he was in Ireland, engaged in his

"When you write to your friends in Ireland, be 44 so good as to mention me to your father and Mr. -not forgetting your brother also—as one who " cherishes the remembrance of their civilities and 44 hospitality. J. R. of R."

" April 25, 1828.

"I am bleeding at the lungs, and see no company—do not converse with my friends under this roof, " and am incapable of conversation, or any thing else,
except riding on horseback. You would hardly ** recognize your old acquaintance in my ghostly visage.

"Now Spring returns, but not to me returns"
"The vernal joy my better days have known;
"Dim in my breast Life's dying taper burns,
"And all the joys of life with health are flown!" "Yrs. J. R. of R."

" January 21, 1829.

"I have seen with deep concern the account of the failure of the house of Frys & Chapman, Lon-"don. Knowing, as I think you do, my high admi-ration of the character of Mrs. Elizabeth Fry, with whom I have the pleasure of a personal acquaint-ace, you will readily conceive the interest which I feel particularly for her. I spent a delightful day " at Mr. Fry's country house in Essex, somewhat 44 more than two years ago, and passed the night there. This circumstance only renders more lively the regret that I feel at the late reverse of their for-I know that Mrs. Fry's brothers are men of opulent estate, and the connexions of the family " generally are wealthy. This gives me consolation on her account. The object of this letter is, as "

" you will have perceived, to obtain any information
that you may have on this subject. It will be
gratifying also to hear of any other of our English
or Irish friends.

J. R. of R."

" January 30, 1829.

"I am indebted to you for two most obliging letters, "which I am entirely at a loss how to repay, except by my poor but hearty thanks. Any intelligence "which you can furnish me with respecting our "English and Irish friends, will at all times be highly " welcome.

"In excuse for not having congratulated you (as I "now do most cordially) on your recent change of state, I must beg to suggest how awkward would "have been my predicament in case the Mr.
"whose marriage I saw announced in the newspapers " should not have proved to be my old fellow passen "ger in the Amity, but another gentleman of the same name in the vast and populous city of New York. I am truly concerned to hear of the loss of " Mr. F . I have a lively recollection of the morn-"ing that I breakfasted with him on my way to O'. 44 Brien's bridge and Loch Derg. Yet it must be a 44 consolation to all who knew him that he died in the

" blessed' vocation of the 'Peacemaker.' "I am sorry that I can give you no comfort on the

Session.

"Writing being particularly injurious to my disor der, (of the chest) I must conclude with a not very modest request that you would let me hear from With great respect and regard, I you frequently. J. R. of R." am yours.

Whilst Mr. Randolph was in Richmond, attending the State Convention for altering the Constitution of Virginia, I received the following letter from him:

" November 27, 1829. 'Yesterday I had the pleasure to receive your letter of 21st, which reminds me that a former one has remained too long unacknowledged. In excuse, I may truly plead the wearisome nature of my pre "sent avocation—age, disease, and, worst of all, "lassitude and languor, that cause even my small correspondence upon matters of business to accumulate upon me.

"A very lame and crippled report of me has gon "forth in the Enquirer—one that I am ashamed to see, and which, in justice as well as mercy towards me. I hope my friends will not read. I have not had time to do justice to myself in that particular.

"It gives me great pleasure to hear of our Irish and English friends, and when you write, I beg to "be mentioned to them in terms of warm and grate"ful respect. I shall not fail to read the "Collegisns. A 'County Limerick Man,' is to me a

great recommendation.
"Our situation here is irksome to the most pain "ful degree. Old ultra Federalists, now new ultra Jacobins, are tearing down all that is valuable and venerable in our institutions.

"Yours, faithfully, J. R. of R."

Mr. Randolph went to Russia and England the next year, and during his absence I received but one letter from him in London, which does not contain any matter of special interest.

Mr. Randolph returned from England for the last time in the fall of 1831. I called upon him immediately after his arrival, and was very much shocked at his emaciated appearance. In reply to my ques-tion about his health, he said, in a melancholy tone of voice-" Ah, sir, I am going at last; the machine " is worn out—nature is exhausted, and I have tried in vain to restore her?" He then changed the conversation, and spoke with his usual animation of his late visit to England, and touched slightly upon his short sojourn at St. Petersburgh. He told me that his faithful Juba had a regular attack of yellow fever at the latter city, which induced him to hurry away the sooner !-- besides which, there was no business of importance to detain him there, and his own health was bad.

"Well, Mr. Randolph," said I, "great events have occurred in Europe, since you left us!" "Yes sir," replied he, in his most sarcastic manner, great events have occurred abroad, and very small ones at home! They sent me the Washington papers, containing the letters, but I could not read them. I blushed for my country. The affair told badly in Europe, sir !"

I asked him whether he had attended the debates on the Reform Bill. He replied in the affirmative. I then inquired whom he considered the greatest orator in the House of Commons. "Your country-"man, O'Connell, sir, by all odds; he is a Giant
among Pigmies!" He then remarked what a dearth of good speakers there was in England, compared with the days of fox, Burke, Sheridan, Pitt, &c.
I asked him whether the reports which were then

received relative to the dangerous state of the King's health were true. He replied, "They are all d—d "Tory lies, sir; he was in excellent health when I left London. I had the honor of breakfasting un-der a tent with his Majesty, at the opening of the New Bridge, a short time ago, and he appeared to " be as likely to live as any of the company-" better life than myself, sir!"

After spending an hour or two most agreeably with him, during which we talked of every thing and every body, I took my leave, under the impression that I had seen him for the last time; which has prowed too true, though his death was more remote then than I had imagined it to be. He was so feeble, and had such a dreadfully severe cough, I really almost expected to hear of his decease on the road, before he reached Virginia!

It is stated in the nowspapers that he has made his slaves free by will, which I dare say will be found true, as he has frequently told me that he was a decided enmey to slavery in the abstract, and that he would have emancipated his slaves long ago, if he could have felt convinced that they would have been

subject of the Tariff. It will hardly be touched this use happy and as comfortable elsewhere as they were at Roanoke.

I have often heard from other persons that he a kind and affectionate master, and did every thing in his power to make his slaves happy.

As he has now passed away for ever from "the "field of his glory," let us hope that the mantle of charity will be extended to his memory. Those who were warmly opposed to him, should now recollect that he is no longer present to reply to their attacks, and that "to err is human, to forgive divine."

No matter what difference of opinion there may be as to his political course, there can be none as to his extraordinary talents; on this ground, therefore, all parties can unite in paying the tribute of respect to leparted greatness.

Those who have heard his most facinating eloquefiee caff never forget him; and it is only by them that the preceding anecdotes will be appreciated. His manner of speaking was so perfectly original, it always gave point to the most simple expressions, which, when merely read, may not appear very strik-

ing to those who did not know him.

His personal friends will faithfully cherish the remembrance of his friendship; and his native State, old Virginia," will not forget that in John Randolph of Roanoke she has lost one of her brightest orna-ments and most devoted children! Peace be to his ashes! may they rest undisturbed beneath his " patrimonial oaks !"

POETRY.

[FOR THE NEW YORK AMERICAN.]

TAM O' SHANTER.

Two laughing Statues are from Scotland brought,
The works of Nature's child—by Art untaught:—
Yet tho' untaught their sculptor—time must end,
Before the Cobler and his tipsey friend,
Losing their power to please, neglected ile,
And cease, useess, to charm the public eye.
These statues no mute body's image give,
The mind they represent—they breathe! they live!
Voiceless they magnify the sculptor's name,
And give Aim, great Praxiteles, thy fame.
Nature's strange power our senses so beguile,
We hear the Cobler's loke, and see his smile;
We hear the Cobler's loke, and see his smile;
We hear the Cobler's loke, and see his smile;
Genius made Souter Johnny's cap and clothes,
And made not Genius Tam O' Shanter's hose?
More honest praises Tam O' Shanter's hose?
More honest praises Tam O' Shanter's hose?
More honest praises Tam O' Shanter's hose?
Than Critics give the Venus and Apollo.
To give cternity to honest mirth,
To give to smiles and jokos a second birth,
Scenes to recall, long past, with magic art
To banish care from each spectator's heart;
At Comedy's gay feast a amiling guest
Will be the sculptor's praise, his prized bequest,
As long as Souter Johnny sits and smiles,
As long as Souter Johnny sits and smiles,
As long as Tam O' Shanter care beguiles.
Did e'er in Greece, or Rome, such statues shine,
Or in Canow's school, or Chantrey'n thine?
Hwift-footed Fame would not from Scotland run,
To spread the praise of Nature's gifted sos.
Auld Ayre! if thy sweet town all towns surpasses,
As much for honest men, as buxon lauses,
Long mayest hou boast, mother of mighty men!
A chisel famous, as thy Poet's pen!

[From the London Athencum.]
THE WIND IN THE WOODS.
"Tis a pleasant sight on a vernal day,
When shadow and sun divide the heaven,
To watch the south wind wake up for play:—
Not on the mountain, 'mid rain and storm,
But when earth is sunny and green and warm,
O woodland wind, how I love to see
Thy beautiful strength in the forest tree!
Lord of the oak, that manns loud of the ..." | Brom the London Atheneum. Thy beautiful strength in the forest tree!

Lord of the oak, that seems lord of the wild,

Thou art shaking his crown and thousand arms

With the ease of a spirit, the giee of a child,

And the pride of a woman who knows her charms;

And the poplar bends like a merchant's mast,

His leaves, though they fall not, are fluttering fast;

And the beach, and the line, and the ash-crowned hill,

Sitrs to its core at thy wandering will, Stirs to its core at thy wandering will.
The pines that uprear themselves dark and tall,
Black knights of the forest so stately and old,
They must low their heads when they hear thy call,
Aye, how like the lity, those Norsemen hold:
And every tree of the field or hower,
Or single in strength, or many ju power,
Quiver and thrill from the leaf to the stem,
For the unseen wind is master of them! For the unseen wind is master of them:
It is a galiant play, for the sun is bright,
And the rivulet sings a merrier song;
The grain in the meadow waves dark and light
As the trees fling shade, or the breeze is strong.
And over the hills, whether rocky or green,
Troops of the noon day ghosts are seen;
The lovely shadows of loveller clouds,
With the gloom of the mountains amongst their crowds. With the groom of the mountains amongst their.

The birds as they fly scarce use their wings,
They are borne upon those of the wind to-day;
And their plumes are ruffied, like all green things.
And flowers, and streams, by his noisy play;
One bour—and valley, and wood, and hill,
May be steeping and shining all bright and still;
Not a wave, not a leaf, not a spray in motion,
Of all which now looks like a vernal cosm,—
Reautiful this —vect 1 lows to ass

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Reautiful this;—yet I love to see Thy strength, O wind, in the forest tren!

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GRACIE, PRIME & CO., offer for sale, at 22 read street— 2 cases Gum Arabic 20 do. Danish Smalts, EFFF 10 do. Saxon do. do. } 100 bags Sattpetre 2 do. Gall Nurs; 20 tons Old Lead 100 do. Triesto Rugs, FF 6 baxes cach 50 lbs. Tartaric Acid 6 do. each 26 lbs. do. de. 1 case 50 bottles Syrop de Vinsigre 10 do. Dry St. Peray: 50 do. Cotle Rotis 10 do. Dry St. Peray: 50 do. Bordeaux Grave 20 do Chateau Grille; 5 cases each 12 bottles Olives in Oil 8 bales Fine Velvet Bottle Corks 100 do. Bourton Cloves 30 do. Molieres Almonds 143 bundles Liquorice Root 4 bales Goat Skins 1 cask Red Copper, 1 do. Yellow do. DRY GOODS BY THE PACKAGE. Broad street-

1 cask Red Copper, 1 do. Yellow do.
DRY GOODS BY THE PACKAGE.
10 cases light and dark ground Prints
40 do. 8-4 and 6-4 colered and black Merinos
15 do. 5-8 celored and black Circassians
2 do. Rilk Bandannas, black and colored
4 do. Italian Lusurings
8 do White Satteens
4 do. White Quiltings
10 do Borrie's Patent Thread, No. 22 and 25
10 do Super high col'd Madras Hdkis, ent. to debenture
100 pieces Fine English Sheetings, for city trade
2 doses Cantoon Cords
2 do. Super blue, black, and colored Cloths—selected ex pressly for Merchant Tailors
25 bales low priced poin Blankets.

PAPER—

PAPER—

IMPERIAL AND ROYAL—From the celebrated Saugerties
Muli, of the following sizes, all put up with 480 perfect sheets

Mills, of the following sizes, an put up with an approximate of each rean.—
Sizes—34x35. 214x36, 21x344, 25x36, 26x37, 20x41, 27x384, 24x39, 24x39, 24x39, 21x36, 21x37, 20x24, &c., &c.
Alise—All the old stock of Medium will be sold at very reduced pricec, to close sales, the Mill having discontinued making that description of paper.

Chinese Colored Paper—for Labels, Perfumery, &c. 5 eases each 1600 Sheets Colored Paper
2 do do do do do superfine
3 do do do fig. 40

do do do do

Sheets Colored Paper
do do do superfine
do fig. do do,
do plain Silver do
do plain Silver do with red figures
do Gold do
do Red do Gold do
do Walte do Silver vo.

RAILWAY IRON.

Flat Bare in Ninety-five tons of 1 inch by 1 inch, lengths of 14 to 14 feet counter sunk holes, ends cut at an angle of 45 de-1 do. 1 do. 2 do. do. 2 do. do. 2¼ do. soon expected. an angle of 45 de-grees with spli-cing plates, nuil-to suit

250 do. of Edge Rails of 36 lbs. per yard, with the requisite

The above will be sold free of duty, to State Governments, and Incorporated Governments, and the Drawback taken in part payment.

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Models and samples of all the different kinds of Rails, Chairs, Pins, Wedges, Spikes, and Splicing Plates, in use, both in this country and Great Britain, will be exhibited to those disposed examine them.

ENGINEERING AND SURVEYING INSTRUMENTS.

INSTRUMENTS.

3 The subscriber manufactures all kinds of Instruments Ir his profession, warranted equal, if not superior, in principles of construction and workmanship to any imported or manufactured in the United States; several of which are entirely new tanong which are an Improved Compass, with a Telescole at ached, by which angles can be taken with or without the use of the needle, with perfect accuracy—also, a Railroad Gouldometer, with two Telescopes—and a Levelling Instrument, with a Goniometer attached, particularly a lapted to Railroad purposes.

WM. J. YOUNG,

Mathematical Instrument Maker, No. 9 Dock street, Philadelphia.

The following recommendations are respectfully submitted o Engineers, Surveyors, and others interested.

In reply to thy inquiries respecting the instruments manufactured by thee, now in use on the Baltimore and Ohio Rail-road. I cheerfully furnish thee with the following judermation. The whole number of Levels now in possession of the department of construction of thy make is seven. The whole number of the "Improved Compasse" is eight. These are all exclusive of the number in the service of the Engineer and Graduation Department.

clusive of the number in the service of the Engineer and Graduation Department.

Both Levels and Compasses are in good repair. They have
a fact needed but little repairs, except from accedents to whici
all instruments of the kind are limble.

I have found that thy patterns for the levels and compasses
have been preferred by my assistants generally, to any other
in use, and the improved Compass is superior to any other decription of Gosiometer that we have yet tried in laying the rabicon this Road.

cription of Goniometer that we have yet the unitarying on this Road.

This instrument, more recently improved with a reversing telescope, in place of the vane sights, leaves the engineer carreely any thing to desire in the formation or convenience of the Compass. It is indeed the most completely adapted to later al angles of any simple and cheer instrument that I have yet seen, and I cannot but believe it will be preferred to all others now in use for laying of rails—and in fact, when known, I think it will be as highly appreciated for common surveying.

Respectfully thy friend,

JAMES P. STABLER, Superintendant of Construction of Bultimore and Ohio, Railroad.

Philadelphia, February, 1833.

Having for the last two years made constant use of Mr.
Young's "Patent Improved Compass," I can safely say I be lieve it to be much superior to any other instrument of the kind, now in use, and as such most cheerfully recommend it to Fogueers and Surveyors.

E. H. GILL, Civil Engineer.

Germantown, February, 1833.

For a year past I have used Instruments made by Mr. W. J. Yeang, of r'hiladelphia, in which he has combined the properties of a Theodolite with the common Level.

I consider these instruments admirably calculated for laying out Railronds, and can recommend them to the notice of Engineers as preferable to any others for that purpose.

HENRY R. CAMPBELL, Eng. Philad., Mr. 14

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Near Dry Dock, Now-Yc.:

Thomas B. Stillman, Manufacturer of Steam Enginee, Boilers, Railroad and Mill Work. Lathes, Presses, and other Machinery. Also, Dr. Nott's Patent Tubular Boliers, which are warranted, for safety and conceany, to be superior to any thing of the kind heretofore used. The fullest assurance is given that work shall be done well, and on reasonable terms. A share of public patronage is respectfully colleited.

Townsend & Durfee, of Palmyra, Marafacturers of Railroad Rope, having removed their establishment to Hudson, under the name of Durfee & May, offer to
supply Rope of any required length (without splice) for inclimed planes of Railroa's at the shortest notice, and deliver
them in any of the principal cities in the United States. As to
the quality of Rope, the public are referred to J B. Jorvis. Eng.
M. & H. R. R. Co, Albany: or James Archibald, Engineer
Hudson and Delaware Canal and Railroad Company, Catbondale, Luzerne county, Pennsylvania.
Hudson, Columbia county, New-York,
January 29, 1833.
F31 tf

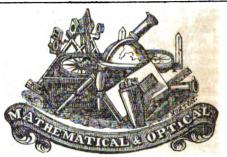
SURVEYORS' INSTRUMENTS.

Compasses of various sizes and of superior quality.

warranted.

Leveling Instruments, large and small sizes, with high magnifying powers with glasses made by Troughton, together with a large assortment of Engineering Instruments, manufactured and sold by

E. & G. W. BLUNT, 154 Water street, Jai 6: corner of Maldanlane.



INSTRUMENTS.

INSTRUMENTS.

SURVEYING AND NAUTICAL INSTRUMENT

MANUFACTORY.

The EWIN & HEARTTE, at the sign of the Quadrant, No. 38 South street, one door north of the Union Hotel, Baltimore, beg leave to inform their friends and the public, especially Engineers, that they continue to manufacture to order and keep for sale every description of Instruments in the above oranches, which they can furnish at the shortest notice, and on air terms. Instruments repaired with care and promptitude. For proof of the high estimation on which their Surveying instruments are held, they respectfully beg leave to tender to he public perucal, the following certificates from gentlemen of liminguished scientific attainments.

To Ewin & Heartte.—Agreeably to your request made some months since, I now offer you my opinion of the Instruments made at your establishment, for the Baltimore and Ohio Railroad Company. This opinion would have been given at a much arilier periou, but was intentionally delayed, in order to afford a longer time for the trial of the Instruments, so that I could speak with the greater confidence of their merits, if such ties should be found to possess.

It is with much pleasure I can now state that not withstanding the Instruments in the service procured from our northern cities are considered good, I have a decided preference for those manufactured by you. Of the whole number manufactured for the Department of Construction, te wit: five Levels, and five of the Compasses int one has required any repairs within the last twelve months, except from the occasional imperfection of a screw, or from accidents, to which all Instruments gre liable. They possess a firmness and stability, and at the same time I neatness and beauty of execution, which reflect much credit in the artists engaged in their construction.

I can with confidence recommend them as being worthy the mottee of Companies engaged in Internal Improvements, who may require Instruments of superior workmanship.

JAMES P. STABLER,

Superintendent of Construction of the

Railroad.

I have examined with care several Engineers instruments of your Manufacture, patticularly Spirit levels, and turveyor's Compasses; and take pleasure in expressing my opinion of the excellence of the work manship. The parts of the levels appeared woil proportioned to secure facility in use, and accuracy and permanency in adjustments. These instruments seemed to me to possess all the modern improvement of construction, of which so many have been made within these few years; and I have no doubt but they will give every satisfaction when used in the field.

WILLIAM HOWAND, U. S. Civil Engineer.

Baltimota. May let. 1832

WILLIAM HOWARD, U. S. Civil Engineer.

Baltumore, May Ist, 1833

To Mosers Ewin and Hoartte—As you have asked me to give my opinion of the merits of those instruments of your manuscurre which I have either used or examined, I cheerfully state that as far as my opportunities of my becoming aquainted with their ornshires have gone. I have great reason to think well of the skill displayed in their construction. The nestness of their workmanship has been the subject of frequent remark by myself, and of the accuracy of their performance I have teceived satisfactory assurance from others, whose opinion I respect, and who have had them for a considerable time in use. The efforts you have made since your establishment in this city, to relieve us of the uscessity of sending elsewhere for what we may want in our line, deserve the unqualified approbation and our warm encouragement. Wishing you all the success which your enterprize so well morits, I renain, you's, &c.

B. H. LATROBE,

Civil Engineer to the service of the Baltimore and Ohio Rair road Company.

A number of other letters are in our possession and mitoritized, but are too lives.

A number of other letters are in our possession and might be introduced, but are too lengthy. We should be happy is submit them upon application, to any persons designue of perusaing the same.

